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"With The Army At Hoboken"

BY

Captain Ringold Smith

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HENRY TERRELL, Jr.
U. S. Army

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INTRODUCTION

To commemorate in picture and story, the Herculean task accomplished by the Army Transport Service in embarking our army for France—and bringing them back—I have collected the pictures published herein and compiled a brief history of the activities of those officers and men who were detailed here during the greatest of wars in the hope that it will help to keep up the enthusiasm which has always been so pronounced, and to cement the friendships here formed, that the dampening effects of time and failing memory cannot obliterate the record of this port or cause the members of the staff when widely separated to forget the names or faces of their comrades during the period spent here.

There was no greater feat accomplished during the war than that of shipping nearly 2,000,000 soldiers to France and it is with pride that I shall long recall the work done here and the many true friends I made while a member of the command.

In this volume there is to be found a picture of nearly every officer, field clerk, enlisted man, female clerk and civilian who served here during the war, together with a brief narrative of the task accomplished. To procure the large number of pictures here published, I am indebted to William Metz, Underwood and Underwood, The International News Service, Western Newspaper Union, Hughes and Estabrook, and others who have assisted in securing photos for me.

In closing allow me to voice an expression of my appreciation of the friendships formed here and the splendid cooperation always accorded by all. It has been a source of great satisfaction to have known these men and I shall always hold the memories of my service at the Port of Embarkation as among the happiest of my life.

KING W. SNELL.

MAJOR GENERAL DAVID C. SHANKS, D. S. M.
Commanding General

THE DEVELOPMENT AND GROWTH OF THE EMBARKATION SERVICE

A Concise Report Covering the Shipment of Nearly 2,000,000 Soldiers to France

When President Wilson affixed his signature to the Declaration of War on Germany in April of 1917, there immediately arose many problems of such magnitude concerning the preparations for an extended foreign campaign that it was difficult to conceive at once how and what the result would be.

Not the least of these problems was the necessity of creating an adequate transport service for the carriage of troops and supplies to the field of operations, for it is an obvious fact that foreign campaigns cannot be carried to a successful culmination without a sufficient force of men on the ground, and these at a time when they are needed. It was apparent that such a division of our service must be organized with the least possible delay and in such magnitude as to insure the transportation of an army to France, comparable in force to those of the belligerent nations which fortunately had not to contend, with few exceptions, with the problem of shipping troops by sea, a matter of three thousand miles. It was a problem which overshadowed all other great problems of history; so great, in fact, that the successful culmination of the transport service has been the wonder of the entire world, the Imperial German Empire included. It was a problem indeed, but American common sense, coupled with American money and American enterprise, saw it through to a finish, and we may now rest on the record, proud in the fact that America was the greatest factor in bringing the war to a close on the side of humanity and the principles which we have guarded so zealously since our birth as an independent nation back in 1776.

To the organization and development of an adequate transport service, Congress at once set itself to work devising plans for the time when the United States would have an army of men sufficient in size to be felt among the armies of the Allies on the firing line. The small but efficient regular army maintained in the United States and insular possessions was obviously the only troops then fitted to meet the exigencies of actual combat, but even with so small a force the existing transport service was all too limited to become a factor in the transportation of troops to the theatre of operations.

Our state troops, a large majority of which had been through the Mexican Border campaign, added to the regular army, furnished a strong basis upon which to found and train an army for modern warfare, and a vigorous movement was started toward the training of these troops for foreign service. A short time later the Selective Draft machinery was placed in actual operation, thus furnishing several hundred thousand more men, untrained it is true, but nevertheless an army, which, in view of the events of the last six months of the war, proved to be a strong factor in the settlement of international differences in France. At that time, however, the problem of shipping was still unsolved, and it was a question as to when ships could be provided to transport such a force to foreign soil.

I speak of these features of our service in order to make plain by simple deduction the extent of the preparation which must be accomplished if we were to safely land in Europe this army of a million or more men. It was not a pleasant outlook, with the shipping of the world effectually tied up with the transportation of supplies to the armies already in France, and the submarine warfare then at the apex of its despicable power menacing every ship which plied the high seas.

To overcome these obstacles meant that the United States must at once create a transport fleet, man it with naval officers and seamen, and establish ports of embarkation with staffs competent to insure the least delay in the

BRIGADIER GENERAL GEORGE H. McMANUS, D. S. M.
Troop Movement Officer

shipment of troops. These, perhaps, were the most obstinate points to surmount, but the wealth of detail which arose in connection was in itself no small problem.

By the time the first troops were ready for movement overseas, the department had a well-formulated plan for the organization of an efficient transportation system, the operation of which was somewhat changed in its essential details during the months following the first troop movement overseas. It was apparent from the beginning that a thoroughly organized office, operating on business principles and with a tangible end in view, must needs be placed in operation at once.

To properly grasp the situation, it is necessary to turn back to the early days of the war when the Army Transport Service, Port of New York, was a branch of the Depot Quartermaster Office, Colonel John M. Carson, Q.M.C., holding the dual position of Depot Quartermaster and General Superintendent of the Army Transport Service. As assistants, Colonel Carson had Captain (now Lieutenant Colonel) L. B. Cabell, Q.M.C., and Captain N. J. Shelton, U.S.A., Retired, who had the direct supervision of the Transportation Division. A small office force constituted the personnel, but it soon became apparent that radical changes and additions in strength were necessary in order to insure the success of the extensive plans already well worked out.

With this end in view Captain W. B. Baker, U.S.A., Retired, and Captain Michael J. Powers, Q.M.C., both experienced in transportation problems, were ordered to active duty in this division and in June Major R. E. Shannon (now Lieutenant Colonel), Q.M.C., and Captain Frank Bowman supplemented the personnel, which was literally swamped with the numberless details of making read for the extensive troop movement which it was expected would begin within a month.

Later the office of the General Superintendent was separated from that of the Depot Quartermaster, with Colonel Carson remaining as General Superintendent. The changes which followed placed Major Shannon in

THE LEVIATHAN LEAVING FOR FRANCE
When the Army is Back This Ship Will Have Transported a Total of Nearly 200,000 Soldiers

charge of the Transportation Division with Captains Shelton and Powers as assistants, and a force of five clerks. A further change was then made, placing Captain J. F. Coggswell in charge of embarkation from Cunard Piers and Captain George W. Knight those of the International Mercantile Marine piers, both officers being under the jurisdiction of Captain Shelton. This plan of assigning certain officers over embarkation from particular piers proved its merit early in the year, the officers so assigned being able to gain a peculiar working knowledge of the physical conditions and personnel at their respective piers.

Shortly after this time Major General David C. Shanks was ordered to duty as Commanding General, Port of Embarkation, and remained in command during the heaviest movement of troops to France. General Shanks later took command of the newly formed 16th Division, being relieved by Brigadier General William V. Judson, who was relieved temporarily by Brigadier General George H. McManus, who is now in charge of the Troop Movement Office, the several officers under his jurisdiction having direct supervision of the embarkation and debarkation of troops from all ports under the jurisdiction of these headquarters. After the signing of the armistice Major General Shanks again assumed command, a position he now holds,, although he is temporarily in Europe in an official capacity. During General Shanks' absence Brigadier General P. W. Davison, executive officer, is in command.

The first organization of the Army to sail overseas after the declaration of war by the United States was Base Hospital No. 4 (the Lakeside Hospital Unit of Cleveland, Ohio), which sailed on the S.S. "Orduna" of the Cunard Line on May 8, 1917, with a personnel of 34 officers, 156 enlisted men, 64 nurses and 4 civilians. This was closely followed by Base Hospital No. 5 (the Harvard Unit of Boston, Mass.) on the S.S. "Saxonia," Cunard Line, May 11, 1917; Base Hospital No. 2 (the Presbyterian Hospital Unit of New York City) on the

BRIGADIER GENERAL P. W. DAVISON
Executive Officer

S.S. "St. Louis" of the American Line, May 12, 1917; Base Hospital No. 21 (the Washington University Unit of St. Louis, Mo.) on the American Line May 19, 1917; Base Hospital No. 12 (the Northwestern University Unit of Chicago, Ill.) on the S.S. "Mongolia" of the American Line, May 19, 1917.

On May 28, 1917, Major General John J. Pershing, U.S.A., with his staff, sailed for overseas on the S.S. "Baltic" of the White Star Line, to take command of the first American Army.

The first convoy carrying combatant troops left Hoboken on June 14, 1917, with the following organizations:

16th Infantry
18th Infantry
26th Infantry
28th Infantry
2nd Field Battalion, Sig. Corps
Field Hospital No. 6
Ambulance Company No. 6
A detachment of the Quartermaster Corps
A detachment of Stevedores
16 Casual Officers
103 Nurses
60 Casual civilians

with a total strength of 11,991 officers, enlisted men, nurses and civilians on the following vessels:

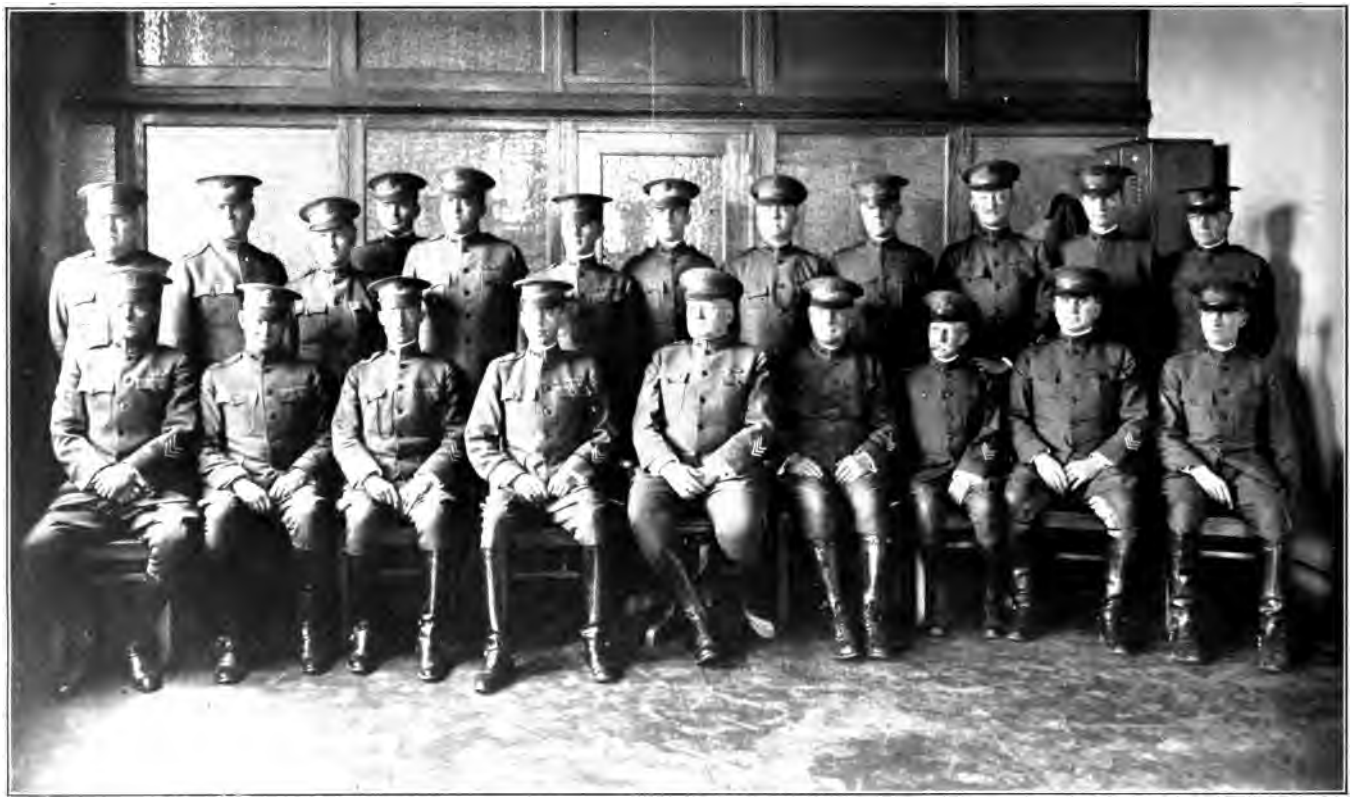
"Antilles"
"Dakotan"
"El Occidente"
"Finland"
"Lenape"
"Edward Luckenbach"
"McClellan"
"H. R. Mallory"
"Momas"
"Pastores"
"San Jacinto"

COLONEL L. W. OLIVER, G. S.
Chief of Staff

"Saratogo"
"Tenadores"
"Havana"

With the exception of the "Finland" none of these ships had ever been used in the transatlantic trade, but were, with this one exception, coastwise vessels that had been running from New York City to the West Indies, Gulf Coast and Mexican ports, and had been taken over by the Shipping Control Committee for use as Army transports.

In July, 1917, three Base Hospitals, six Railway Engineer Regiments and the 5th, 6th and 7th Regiments of Field Artillery and two detachmetns of the Aviation Section, Signal Corps were sent overseas. These were followed in August by various organizations of the Regular Army needed to complete the First Division. In September the first division of the National Guard began to move, being the 26th Division, comprised of troops from the New England States. The first unit of the former National Guard regiments to move was the 101st Infantry, which sailed on the U. S. C. T. "H. R. Mallory" on September 7, 1917. This Division was moving through September and part of October, together with a large number of Aviation Sections of the Signal Corps, and about the middle of October the 42nd Division (known as the Rainbow Division), composed of former National Guard troops from various parts of the United States, began to move. From that month until March, 1918, there was a steady movement of Regular Army and National Guard Divisions and various auxiliary organizations without any great increase in the number transported each month. On March 22, 1918, the first division, composed of National Army troops, began to move overseas, being the 77th Division, made up of drafted men from New York City. With the coming of warm weather the supply of ships was greatly augmented with consequent increase in the number of troops transported, and beginning with March every succeeding month up to and including July showed an increase in the number



MAJOR GENERAL D. C. SHANKS AND HEADS OF DEPARTMENTS

of troops transported over the figures for the previous month. During the months of May, June, July and August, 1917, all troops sent overseas were forwarded via the Port of New York, but as the result of recommendations made by the Transportation Division through the General Superintendent and the Commanding General, authority was secured for the use of such space as might be available on vessels sailing from Canada. On September 16, 1917, the first embarkation of American troops from a foreign port of an ally took place. The 102nd Infantry, Field Hospital No. 2 and Ambulance Company No. 2 of the 26th Division being embarked on the S.S. "Canada" of the White Star Dominion Line at Montreal, Quebec. Since that time Canadian ports have been used wherever space was available on passenger-carrying vessels, the ports of Halifax, N. S., and St. Johns, N. B., being used in winter when the St. Lawrence River is not navigable. On October 16, 1917, the 3rd U. S. Cavalry, being the first troops sent from Philadelphia, Pa., for duty in Europe, were embarked on the S.S. "Cleveland." On December 24, 1917, the S.S. "Canada" of the White Star Dominion Line, which had carried the first troops from Montreal, also took the first troops that were embarked at Portland, Maine, for overseas service in this war. The organizations carried were the 4th Machine Gun Battalion; 2nd Trench Mortar Battery; and Evacuation Hospital No. 1.

On April 13, 1918, Boston, Mass., was used for the first time in this war as an embarkation point, the 153rd Infantry Brigade Headquarters; the 306th Machine Gun Battalion being sent from that port on the S.S. "Karoa" of the Cunard Line. On May 26, 1918, the first embarkation took place at Baltimore, Md., the 303rd Engineers being embarked at that port on the S.S. "Ajax" of the Blue Funnel Line. All of the ports outside of New York City, other than Newport News, Va., still remain as subports of the Port of Embarkation, Hoboken, N. J., and are governed by the Embarkation Regulations promulgated by the Commanding General, Hoboken.

COL. EDWARD CARPENTER, I. G.
Port Inspector

THE DEVELOPMENT OF OUR TRANSPORT FLEET

A statement of the facts relative to our transport resources at the beginning of the war showed two Government owned ships on the Atlantic coast which were equipped for the transportation of troops. These were the Army transports "Buford" and "Kilpatrick," both ships of moderate size. In the years prior to the war they had been used in the carriage of troops to the Canal Zone and U. S. Insular possessions and were consequently equipped to handle a limited number of men.

This was the beginning of a transport fleet now numbering over two hundred ships which are making regular trips across the Atlantic in the faithful furtherance of our plans to land an army of millions on the soil of the Allied nations, within the shortest possible time. It is true that by far the larger number of these ships were owned and operated by our Allies as commercial transports but the result obtained was the same as if the United States owned every one.

The ships actually operated by us include about twenty former German vessels owned by German and Austrian interests, interned at various United States ports early in the war. When these were formally taken over by the Government together with the docks, piers and appliances of German companies it was found that many of them had been damaged by their crews to such an extent that several months were necessary to set them all in commission. For the most part these ships were placed in active service as troop ships during the months of August, September, October and November of 1917 and with a few exceptions have since been employed as transports. Such ships as were taken over from enemy owners were almost entirely used by the German interests as passenger carrying vessels and have since been fitted to carry large numbers of troops at each sailing. They have consequently contributed largely to the Army now in active service in France. These ships are known as navy-manned transports and are operated by the United States Navy as are also an equal number of American owned

COLONEL OLIVER S. ESKRIDGE, INF.
Commanding Casual Officers

ships chartered by the Government early in the war for use as transports. It is an interesting fact that the ex-German ships have been operated more economically and with a smaller personnel under the U. S. Navy than they were under the German flag, despite the reputed German efficiency.

At the close of the war the Navy was operating forty-three (43) transports, all of them fitted as such and capable of carrying several thousand troops at each trip. Added to the Naval transports the Government has at its disposal one hundred and seventy-three (173) transatlantic liners, owned and operated by Great Britain, France and Italy from ports in the United States. These vessels total over a million tons of shipping and made an enviable record in safely transporting troops to the seaport cities of France, England and Italy. An idea of the efficiency of operation of the great fleet of transports can be gained from the fact that a total of nine hundred and thirty-six sailings to France and England have been made since the United States entered the war. Furthermore, troops have been carried on every one of these trips.

In this connection it is interesting and highly satisfactory to know that the several former German and Austrian vessels, taken over by the Government at the beginning of the war have made a total of 198 voyages carrying troops to Europe. As these vessels have been properly fitted out as transports and have a large troop capacity it can readily be seen that they have contributed largely to the splendid total of men "over there."

MINIMUM OF ACCIDENTS

It is a noteworthy fact that of the three hundred or more vessels used in the transportation of troops, less than 3 per cent. have been sunk and these with a minimum loss of life. In fact the entire loss of life at sea as the result of transports being sunk has been less than 500, most of this number having perished in the "Tuscania" sinking several months ago when the facilities for effectively combatting U-boat activities were not in as high

COLONEL W. L. LUHN, INF.
Troop Movement Office

state of efficiency as at the close of the war. In brief, the loss of shipping has been unusally small considering the number of trips made and the extraordinary efforts expended by the enemy to destroy or cripple our transport fleet. The losses of transports during the war were as follows:

"Tuscania"
"Moldavia"
"Dwinsk"
"President Lincoln"
"Covington"
"Carpathia"
"Justicia"
"Otranto".
"Antilles"
"Aurania"
"Audania"

Of this number the "Covington" and "President Lincoln" were formerly enemy owned vessels, the remaining number having been commercial or Allied transports.

THE EMBARKATION CAMPS

No small amount of credit for the wonderful success of the Embarkation Service is due those in command of Camp Merritt, Camp Mills and Camp Upton through which practically the entire number of troops passed before they arrived at the piers. These camps were known as "Embarkation Camps" and offered a brief respite for men and officers prior to going overseas. At these camps men were equipped for overseas duty and made ready for the long voyage. Necessary records and passenger list were accomplished here and the men given an opportunity to "see New York" for a few hours before going to France. The commanding officers of these camps were experienced regular Army officers and their part in the successful work of transporting troops will go down in the archives of the War Department as noteworthy examples of true efficiency. Colonel J. A. Marmon, now assistant chief of staff at the Port of Embarka-

COLONEL J. W. KENNEDY, M. C.
Port Surgeon

tion, was in command of Camp Merritt during the busy months of the war and successfully arranged the passage through the Camp of upward of a million men. The other camps mentioned handled a somewhat smaller number, but with the same high degree of efficiency as characterized Camp Merritt.

THE MEN WHO SHIPPED THEM OVER

Owing to the strict secrecy in which the above activities were of necessity handled, little is known in the outside world of how and by whom the troops going overseas were taken care of, at the piers from which they embarked.

Now that the ban has been lifted, it is no longer a secret that the men who actually supervised the work, for the most part were officers who "grew up with the embarkation service," the personnel at the close of hostilities being in most cases the same as at the beginning of the heavy troop movements. There were, of necessity, many different branches of service represented in this work of shipping troops. There was the Depot Quartermaster who placed rations aboard ships for use as a debarkation ration in France and England; the Transportation division which arranged the railroad schedules which brought troops to such camps as Merritt, Upton and Mills and from there direct to the piers where they were to embark; the personnel division under Major J. Perry Moore, and later Captain C. F. Itzen, which checked each man aboard the ship and ascertained if such men were properly represented by the necessary records; the Medical Corps, whose representatives examined each man physically before going aboard the ship to insure that no man or officer not physically fit for foreign service got on the ship; the Quartermaster division that directed the men to their proper gangplanks and positions on the ships; the mail and baggage divisions whose duties are obvious; and last but by no means least, the Chaplain's office whose men were always on hand to insure the little comforts and desires of the men. In this connection, I

Lieut. Col. Frank Winders
Capt. R. F. Doran

Capt. L. B. Willis, Q. M. C.
Major Alden

wish to speak especially of Chaplain John T. Axton (Major U. S. A.), who as Port Chaplain directed the work of thirty-two separate and distinct welfare organizations from his headquarters at the Port of Embarkation. Chaplain Axton is not only a big man physically, but holds what is generally conceded to be the biggest job held by any chaplain in the entire United States Army. He is beloved by all, officers and men alike, and his good natured smile has cheered many a homesick boy as he embarked to go overseas. Perhaps one of the most interesting bits of Chaplain Axton's numerous duties was that of tying the knot which married many lovesick soldiers, marines and sailors before they embarked for France. It is an interesting fact that the chaplain's office has performed as high as thirty-five marriages in a single twenty-four hour day, frequently tying a half dozen couples at the same time.

THE WELFARE WORKERS

No story of the embarkation service would be complete without mention of the great service performed by the canteen service of the Red Cross, the Y. M. C. A., the Knights of Columbus, Salvation Army and Jewish Welfare Board. These patriotic women and men were ever present when troops were being shipped and gave out in addition to good coffee, rolls, cigarettes and "safe arrival" cards, many words of good cheer to those who were going over to fight our battles. These workers were "Angels of Mercy" in the truest sense of the word and rendered service "over here" which was just as important as if they had been working in France. They did their bit with a vengeance and were always on the job with coffee and buns, many times hours before the average citizen had thought of getting up for the day. Their work will never be forgotten by those officers and men who worked side by side with them during the long months of the war when thousands of troops were being shipped daily.

COLONEL W. S. VALENTINE, CAV.
Troop Movement Office

THE SHIPPING CONTROL COMMITTEE

PERHAPS one of the most potent factors in the successful shipment of the Army to France, was the service performed by the Shipping Control Committee under P. S. A. Franklin, President of the International Mercantile Marine. Mr. Franklin organized an office which not only obtained ships for the transportation of troops and supplies, but in many cases altered them to suit the needs of troop carriers. The Committee, which had in its membership, many big business men of the day, was organized early in the war and functioned efficiently and with invaluable service throughout the conflict.

It was the Shipping Control Committee which first took over the giant "Leviathan," then the Hamburg-American "Vaterland" and many other ships after the German and Austrian crews had been removed by United States regulars of the 22nd Infantry and it was the same organization that arranged with owners the details of taking over cargo carriers, scores of which were in service when the war came to a close. The service rendered by the Committee has been much too extensive to cover in this limited paragraph, but suffice to say that its work has been exceptionally valuable in the gigantic machine of troop shipping efficiency and among the great accomplishments of the war.

A high ranking Army Officer said recently of Mr. Franklin, "This gentleman, in my opinion, contributed more to the work incidental to the transportation of soldiers to France than any other individual."

COL. J. D. TAYLOR, INF.
Survey Officer for Maritime Affairs

been returned safely to God's country, fully ninety per cent of them will thank the navy for helping them on the last lap of their great adventure.

THE SIGNING OF THE ARMISTICE

Up to the day prior to the actual signing of the armistice, troop movements had continued. On that day several thousand soldiers had been placed aboard transports at Bush, New York and Hoboken piers in readiness for the big adventure.

Despite this usual activity there was an indescribable something in the air which precluded the sailing of the men aboard ships in the harbor. No word had come from Washington, no order relative to an armistice had been received—yet everyone intuitively felt that the war was soon to be over. Perhaps it was the Austrian crash of a couple of days before, perhaps the false peace note of November 9th, perhaps something else, but the fact that all men and officers at the port of embarkation sensed the impending downfall of the German empire was a truth indeed, a truth so real and yet so undeveloped that its power placed all in a peculiar mental state which gave way under the stress of anxiety when orders came to debark all combatant troops and send them back to the camps from whence they came. Later on that night direct information of the armistice was received and the next morning at eleven the momentous event took place.

The day was one long to be remembered. Every harbor boat whistle shrieked at the top of its voice! Over in Brooklyn, New York, Staten Island and in Jersey, sirens and factory bells added their full strength to the joyous din; transports lying at the piers ordered their bands out; in fact everything and everyone possessed of the power to make a noise, however feeble, joined in the joyful jazz. Discordant though it was the ensemble seemed to merge into one great croon of delight over the

BRIGADIER GENERAL GEORGE H. McMANUS
Troop Movement Officer and Office Staff

COLONEL H. S. KERRICK, C. A. C.
Supt. Water Transportation

COLONEL H. S. KERRICK, C. A. C.
Supt. Water Transportation and Staff

impending days of peace and happiness which were soon to spread over the world.

So far as was practicable, all officers, field clerks and other personnel were allowed the afternoon off, that they might add their bit to the great demonstration which was even then taking place, seemingly a monstrous hangover from the false peace of two days before.

GETTING THEM BACK

The next day the reconstruction period began. Washington issued orders right and left covering the various phases of the work at the port. Hoboken literally changed overnight from the greatest jumping off place of American soldiers to the greatest landing point. New regulations were drawn up, new guard orders issued. The general order of events as we have known them were entirely reversed in readiness for the big return of shipments.

On December 2, 1918, just twenty-two days from the signing of the armistice, the first returning troops reached America on the S.S. "Mauretania." Everyone cut loose again and honored the returning troops, even though practically all those on the ship had never been nearer the firing line than England, some of them having spent but thirteen days in that country. Everything was enthusiasm, delight and happiness yet those of us who had fought the war at Hoboken could not but feel that a corking good war had been literally drawn from under us.

Since that date the line of returning troopships has increased with each week until at the present time nearly three hundred thousand men are returning monthly. In time they will all be back, but until such time Hoboken will remain as a United States Government port and continue to efficiently discharge the gigantic tasks which is only the ending of the job of jobs which she undertook early in the war.

ENLISTED PERSONNEL AND CLERKS
Port Utilities Office

THE HOBOKEN FRONT

While it is a source of deep regret to have done your fighting in the United States, it may be here stated that in fully ninety-nine cases out of a hundred, the officers and men who were detailed for embarkation service would much rather have taken their chances among their brothers in the trenches of Flanders. In fact, so many applications for overseas service were made by officers at Hoboken, that an official order from headquarters was necessary to put a stop to it.

To many ill-informed people our service was mediocre —and it was—if bullets and machine guns and cannons and battlefields and many other sides of actual combat concert to make a war, but to one who makes an intelligent analysis of the conflict it is clear that this war could be likened to a great spectacle in which all the armies with their millions of soldiers were the players, each assigned his part, and in this great drama the Port of Embarkation cannot but be assigned to a principal role.

Especially critical has been the public in relation to the officers of the Staff Corps assigned here for duty and in answer it is my desire to pay a tribute to the Quartermaster, A. G. O., Medical and other Staff Officers assigned to this port. A great many of these were men who, in civil life were prominent in business, science and letters, and who through their particular executive ability were commissioned in the staff. With few exceptions the men so commissioned and detailed for duty here are gentlemen whom I have considered it an honor to know and of whom I shall always retain pleasant recollections. They did their work well and efficiently as the records in Washington eloquently attest, and if they lacked in some of the elements of military training it failed to detract from their efficiency at this port. A well known regular army officer once paid a tribute to officers of the staff in the following words: "To the man behind the desk, who, being away from the excitement of battle, is usually denied popular favor, yet who clothes, feeds, pays, shelters, transports and otherwise looks after the man

COLONEL A. C. BLUNT Retired
Military Post Office

behind the gun, whose health, comfort, contentment and success often depend on the less spectacular though no less important work of 'The man behind the desk.'" That quotation briefly tells the story of the staff officers and every fair minded man will concur in tribute.

It was very much against their wishes to be "interned" in the United States when their friends were really in the big show over in France, but those who served at the greatest port of embarkation, may well be proud of the record of their office; and although they will have little of the glamour and excitement of real warfare to tell their grandchildren in the years to come, they can speak up without shame and say, "I was one of those who helped to ship them over in 1917-1918 and bring them back when the war was won."

THE FIRST TROOPS TO GO

Among those who witnessed the embarkation of the first troops from the Port of New York after the Declaration of War in 1917, was Lieutenant A. Riedell, Jr., Q. M. C., who has written the following excellent story concerning that historic movement. Lieutenant Riedell is still a member of this command and consequently knows whereof he speaks.

"Philosophers have said that the wise man is the one who can change his mind when he finds that he has made a mistake.

"In a castle in Amerongen, Holland, there's a man who has changed his mind about a lot of things lately. He has found that he made a number of serious mistakes—that things didn't turn out quite the way he expected them to. He's changed his mind about most everything, but that doesn't prove that he is a wise man.

"For example, Kaiser William thought that the United States would not go into the war. He thought that we did not have an army and that we could not raise one. Then, again, he thought that if we did raise an army, we could not get it across the seas and through his line of pirate submarines.

LIEUT. COL. F. H. SCHOEFFEL
Former Port Inspector and Staff

PERSONNEL OF INFORMATION OFFICE
Captain E. S. Murphy, Commanding

PORT FIRE TRUCK COMPANY
Lieut. T. J. Brennan, Commanding

"This is the story of that army that we raised, and of the men who saw to it that that army arrived in France.

"William had said thatwe wouldn'tdare todeclare war, but on April 6, 1917, war was declared. That same day the German Imperial Government felt our first blow. Lying at Hoboken, New Jersey, were the interned ships that had been built by Germany against that 'Day' when those ships would carry millions of troops to British shores. Had they been successful there, those same ships would have set their courses for America, to land the gray uniformed Prussians in America. There was the great Vaterland built by Germany to transport 12,000 troops. German plans now in the possession of our Government show that these troops would have slept in relays of 8,000—working four shifts while at sea. Other ships, the Neckar, Von Steuben, Martha Washington, George Washington, President Lincoln, Prinz Eitel Friederich, Kaiser Wilhelm der Grosse lay interned in American ports.

"Within a few hours after the word of war had been flashed from Washington, a detachment of troops had left the Headquarters of the Department of the East at Governor's Island to take over these vessels. The great docks of the Hamburg-American Line, the Norde Deutsche Lloyde at Hoboken had always been a hotbed of sedition and of Prussianism. The interned German sailors, idle on their ships, had led plots against this country. But a few hours changed all this. The German crews were seized as enemy aliens, and shipped to Ellis Island, whence they were taken, as prisoners of war, to a Southern camp. Officers inspecting the ships found that, in the attempt to prevent us from using their vessels they had practically wrecked the ships. Boilers were smashed, tubes salted. Feed lines were changed about—the vast complicated machinery was apparently hopelessly distorted. A few hours more and the greatest engineers of the country were at work on these same engines, transforming them, and in many cases so improving them by

COURT MARTIAL BOARD
Colonel Cunliffe Murray, Pres.

COLONEL CHARLES DANFORTH, INF.
Chief Effects Bureau

Typists, Filing Division

Correspondence Dept., Effects Bureau, Miss M. C. Hasbrouck in Charge

Personnel Staff, Effects Bureau, Mr. E. L. Johnson, Chief Clerk

Disposition of Remains Section. Lieut. A. K. Wrenshall in Charge
Inventory and Receipt Dept., Effects Bureau. Lieut. Berger in Charge
Female Clerks, Filing Division

Office Assistants, Transportation Office
Lieut. Colonel R. E. Shannon and Office Staff
Colonel Frank H. Phipps, Jr., and Staff

the alterations that they were able to make better speed than under their German command.

"Within two months these ships were ready to sail for Germany, bearing the first convoy of American troops abroad.

"The story of the A. E. F. and the convoying of over 2,000,000 men to Europe is the story of another and a greater crusade than that of Richard Coeur de Leon or his Knights who went Eastward to the Holy Land five hundred years ago. It is the story of a crusade of democracy—a crusade that will stand as the greatest in history. But back of the story of the 2,000,000 fighters, back of the transports and the convoying destroyers, is the story of the men who put them through. There is little of the glamour of war here, and little of the music and the cheers. But there is a great romance, the romance that we find in every great work well done. It is routine, endless labor, reports, papers and drudgery—but without it the fine organization and the fine work of the A. E. F. fighters would have been impossible.

"The first step in the organization of the Port of Debarkation forces was on Saturday, June 9, 1917. On this day, Colonel Carson, Captain Cabell, Captain Shelton, Captain Powers, Captain Ruddell and Mr. Frank Czieslik came to Hoboken to make arrangements for the first convoy. It was a new job, and a big job. No one quite knew what the work would be, or how it would be done. There was just one motto—'Do it.' Early in the afternoon the detail came over on a tug and landed at Pier No. 1, beginning work immediately. Almost simultaneously the first of the troops arrived. Hoboken, a few days before the first German city in America, became a great army camp. Khaki-clad regulars overran the town. Veterans of the Border, the Filipino campaigns and the days in Cuba oiled their Springfields and talked of the big scrap that was coming 'over there.' In their summer O. D., their now old fashioned campaign hats, their trim leggins and sharp regulation appearance, they bore little resemblance to the newly equipped men who later

Capt. J. G. McGrath and Freight Handlers, Subsistance Division
Storeroom Staff, Effects Bureau, Lieut. E. C. Thornton in Charge
Lost Baggage Dept., Lieut. W. B. Wagner in Charge

came through the Port. They were sent at once into rest billets to prepare for the voyage. There were the men of the 16th, 18th, 26th and 28th Infantry Regiments of the Regular Army. Their Senior Officer was Major General Siebert who has since established the record of his fighting forces.

"Along River Street, where the old Bock beer signs of the German occupation still marked the Deutsche Gartens and Kursaals, tramped the men of San Antonio and the Rio Grande. Fat German saloonkeepers and the fraus and frauleins looked askance at this new invasion. Their Kaiser had said that America would never enter the war—that troops would never sail the seas; and now, only a few weeks after our declaration of hostilities, an army was in motion. Something was wrong in the firm of 'Me and Gott.' At first the men were held in their troops trains at the Jersey City yards, but they were soon brought into town. So silently and so efficiently was the work done that few of the millions across the river knew that the Eastward tide of American soldiers had begun.

"It was a new game, and the rules were not yet made. There was just one order of the day—'get the troops on.' Alongside the dock of the Hamburg Americkaner Line lay the transports. Jamming the gangway, burdened with overseas gear, strange new weapons and accoutrements, tired after their long trans-continental ride on hot troop trains, the regulars arrived. They were shoved into below deck compartments, berths were hastily assigned and with the out-tide the vessels put to sea.

"There was none of the glamour and the glory of war in their going. No crowds lined the Battery Sea and no bands and Citizen's Committees sped them on their way. These men were the Regulars—the U. S. A.—they were fighting men, and they were going to fight. Silently the big transports were warped out of their docks, and silently they put to sea. Perhaps along the Staten Island Hills home-coming commuters wondered as the big gray ships

COLONEL V. LaS. ROCKWELL, CAV.
Inspector Guard and Fire Units

OFFICERS 13TH INFANTRY

Major E. A. Robbins, A. G. O., Asst. Port Adjutant
Lieut. Col. R. E. Shannon, Q. M. C., Transportation Office

Lieut. Col. D. A. Watt, A. G. O., Port Adjutant
Major William Grimshaw, Q. M. C., Troop Movement Office

LIEUT. COL. W. S. NEELY, INF.
Troop Movement Office

slipped through the Narrows to sea. No doubt the tugboat captains wondered as a line of lightless ships dropped down the long causeway of Ambrose Channel and put off their pilots at the lightship. Perhaps the next morning, far at sea, the off-shore fishing boats drew up their nets to watch as the great convoy, guarded by destroyers, came up over the western rim of the sea.

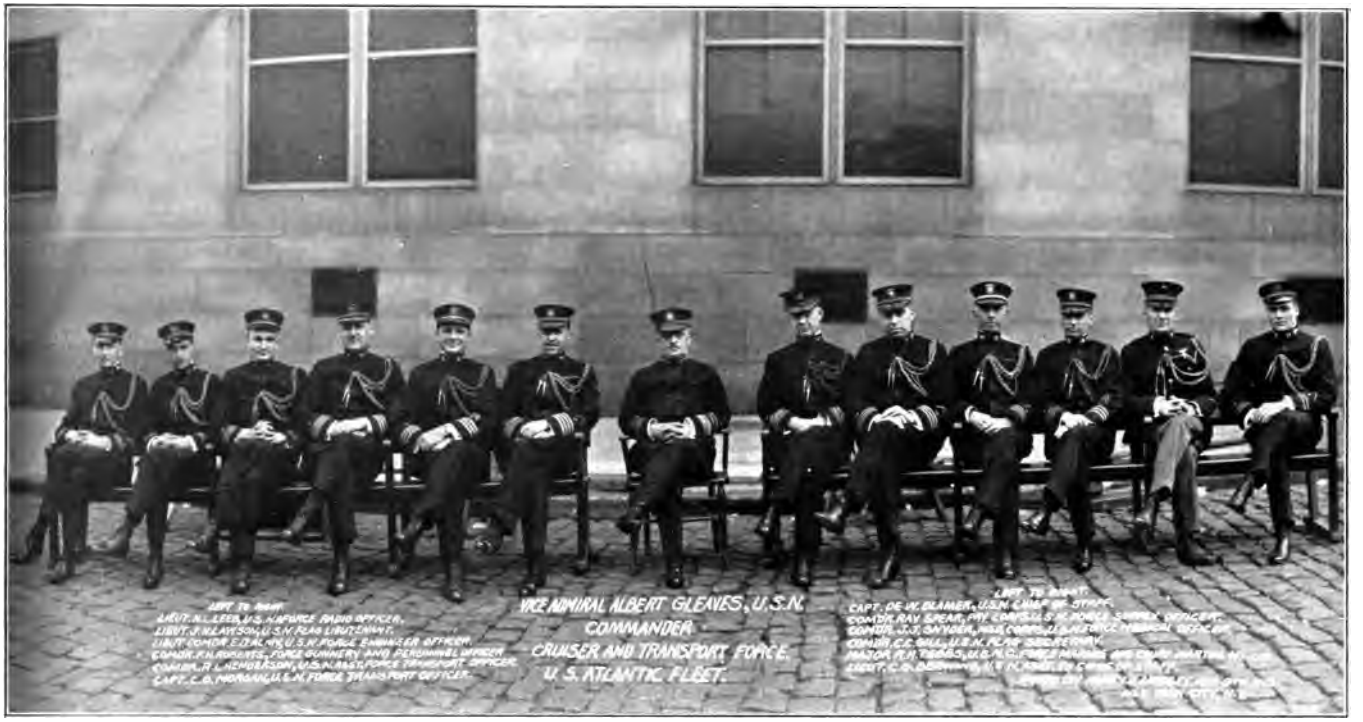
"But back in the city none knew of their going. The 6,000,000 people of New York little guessed that America's job of smashing the Imperial Government of Germany had already begun.

"Possibly that's the way that the best work in their world is done, after all is said and over with. It isn't the cheering or the bands and street parades that win a war—it isn't the songs, or the martial music or the waving of flags in club windows—it's just the silent, steady relentless drive of men who are determined that when they have begun a job they will finish that job or die.

"That was the spirit of the American soldier. He had begun a dirty job and he was going to see it through: he wasn't going to yell, or cheer or boast—he was going to settle down to the job, and stay with it till the job was finished.

"And perhaps, too, that has been the spirit of the men of the Port of Debarkation, who, for two years, have stuck by the job of getting the troops across. There were jobs that had more glory, and jobs that got more praise. There was fun and excitement and the job of battle to those who fought along the Flanders line, but behind them stood the array of communications the men who kept the railheads going forward, the troop trains moving on.

"This is the story of the first convoy. They are the men who began the job, and those who came after finished it. And now that the war is over and the men are coming home—it's the Port of Debarkation—but the job is just the same. Names may come and names may go, but the work goes on forever."



VICE ADMIRAL ALBERT GLEAVES AND STAFF
Cruiser and Transport Force

Col. John Robertson, Inf., Troop Movement Office
Capt. J. E. Williams, Inf., Troop Movement Office

Capt. H. M. Black, C. A. C., Troop Movement Office
Lieut. Col. G. Bartlett, C. A. C., Troop Movement Office

Lieut. Hubert Teer, Inf., D. S. C., Troop Movement Office
Capt. R. C. Van Vliet, Inf., Troop Movement Office

Major John G. McDonnell, Cav., Troop Movement Office
Capt. King W. Snell, Inf., Troop Movement Office

Major Richard Stockton, Inf., Troop Movement Office
Capt. Howard Jopling, Inf., Troop Movement Office

"ONE OF LIFE'S BRIGHTEST MOMENTS"
Doughboys Just Before Debarking at Hoboken

Capt. C. F. Murray, F. A., Troop Movement Office
Capt. H. M. Black, C. A. C., Troop Movement Office

A TRIBUTE FROM THE PRESS

After the signing of the Armistice the censorship on pictures and news relating to the activities at the Port of Embarkation was lifted, and many are the excellent news stories which have appeared in the public prints concerning this port since that date. Lack of space prohibits the publication of these fine tributes, but with a view to giving a general idea of the excellence of some of them, the following is reprinted from the New York Evening World. This story was also published in The Literary Digest of March.

"SILVER STRIPERS" WON WAR IN HOBOKEN BY SENDING OVER TWO MILLION FIGHTERS TO BEND AND BREAK THE HINDENBURG LINE

BOYS WITH GOLD CHEVRONS MAY LAUGH, BUT MEN OF EMBARKATION SERVICE, UNSUNG AND UNDECORATED, PERFORMED MARVELS AND EARNED RIGHT TO BE ACCLAIMED WAR HEROES.

From the *New York Evening World.*

Oh, we're only silver-stripers,
And we never fought at Wipers,
And we never heard the roaring of the guns;
With a desk and phone and chair
We couldn't win the Croix de Guerre,
But we shipped two million men to beat the Huns.
—*Songs of the Swivel Chair.*

The boys with the golden chevrons give them the laugh—these officers and men who go about sporting the colorless silver stripes.

They think they're "bunk" heroes, rocking-chair soldiers, too proud to fight—and a lot of other things.

Over in Hoboken these silver stripers abound, most of them officers and practically all physically fit for service overseas. All but few of them wear three chevrons (silver) denoting a year and a half in service.

PERSONNEL PORT UTILITIES OFFICE

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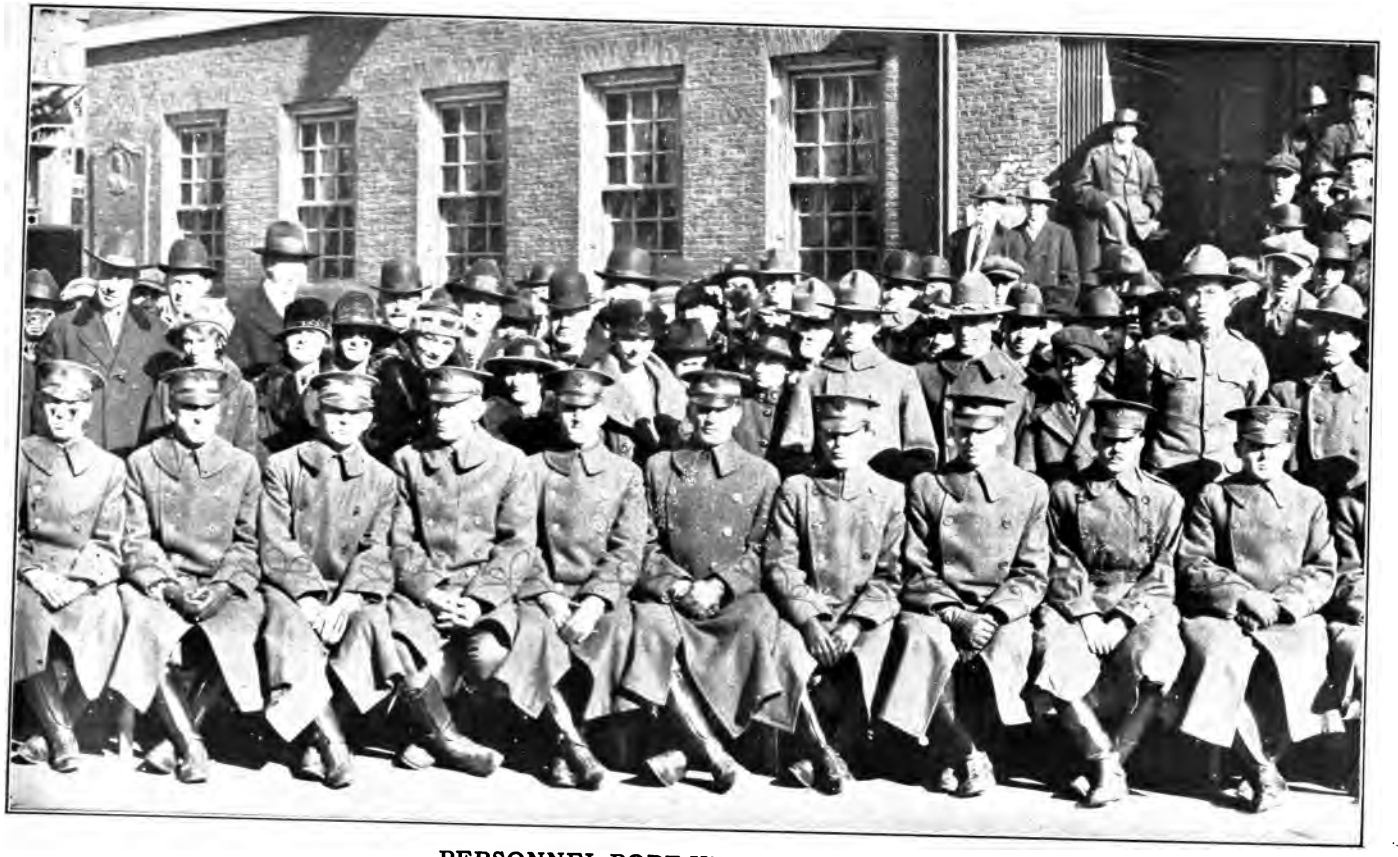
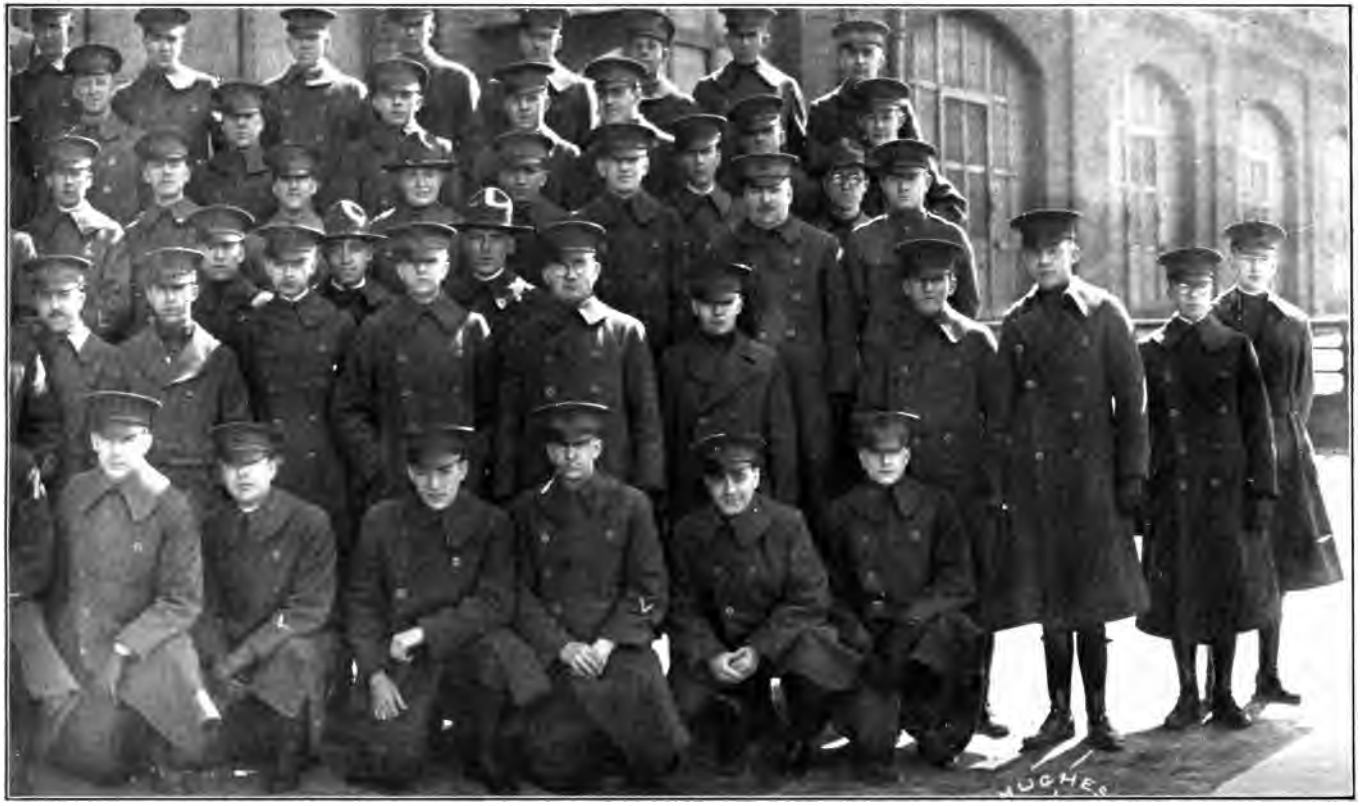


PERSONNEL PORT UTILITIES OFFICE

PORT UTILITIES OFFICER AND STAFF



FIELD CLERKS, PORT OF EMBARKATION

ARMY FIELD CLERKS, PORT OF EMBARKATION

ARMY FIELD CLERKS, PORT OF EMBARKATION

MAJ. JOHN J. DEEMING
Subsistence Branch, P. U. O.

COL. GEO. H. ESTES, INF.
Port Utilities Officer

CHAPLAINS J. T. AND J. V. AXTON
This Is the Only Case In the Entire U. S. Army Where Father and Son Are Both Chaplains

They are the men of Uncle Sam's Embarkation Service, unsung, uncheered and undecorated.

When the men of the A. E. F. were winning undying glory at the Marne, Chateau-Thierry, St. Mihiel and the Argonne, these silver-stripers were interned on the Hoboken shores.

Instead of kicking holes in the Hindenburg Line, they were home manipulating troop trains, ships and men, often working twenty-four hours a day in order to keep unbroken the khaki stream that flowed eastward to the coast of France.

The war record of the Embarkation Service is something one seldom hears about. The names of its members seldom got into the papers, they never killed Germans, no brilliant war medals dangled from their obscure bosoms —and they wore silver chevrons.

Now what romance can one possibly attach to a silver chevron?

Answer: None whatever.

However, the achievements of this invisible and unsung army are slowly winning recognition and approval in Washington.

Recognition From the Secretary of War

The first sign of this came a few days ago when Secretary of War Baker announced that Major Gen. David C. Shanks, commanding officer of the Port of Embarkation, had been awarded the Distinguished Service Medal.

The official citation reached the Port of Embarkation —or debarkation, as it is now called—in Hoboken last night. It read as follows:

Major Gen. D. C. Shanks, U. S. A., is awarded the Distinguished Service Medal for especially meritorious and conspicuous service in the administration of the Port of Embarkation, Hoboken, N. J., in connection with the shipment of troops overseas.

The Evening World learned today from a reliable source that other decorations will soon be filtering

CHAPLAIN J. V. AXTON
CHAPLAIN J. J. CAMPBELL

CHAPLAIN THOMAS B. GRICE
CHAPLAIN W. E. JONES

LT. BEVERLY ESKRIDGE
Enlisted Casuals

LT. THOMAS RYAN
Prison Officer

CAPT. C. R. WILKINS
Adjt. 13th Inf.

CAPT. H. PAUL SMITH
Evacuation Sick and Wounded

LT. FRED KING, A. D. C.

LT. F. S. CHALLENGER
Transportation Division

CAPT. G. E. MALONE
Transportation Division

CAPT. C. K. BOYER
Ass't Personnel Adjutant

LT.-COL. EZRA M. DAVIS
Port Utilities Office

COL. FRANK H. PHIPPS, JR.
Water Transportation Office

"JUST BACK"
Troops In Yard At Hoboken

through from Washington in the general direction of Hoboken. A wireless runner to this effect had reached the Embarkation Service yesterday, but no one could be found who would admit that he knew where it came from.

The men of the Embarkation Service, from Major Gen. Shanks and Brigadier Gen. McManus down to the soldiers who guard the gates to the piers, are slow to admit that they have played a great part in the war, but they cheerfully admit that they got no nearer the fighting front than the gangway of a transport.

"The work had to be done by somebody, I suppose," said Captain King W. Snell, aide to Gen. McManus, who is troop movement officer. "Otherwise the 1,795,411 officers, men and nurses shipped to France by the Embarkation Service might still be waiting for transportation. But hell, who wants to be interned in Hoboken when the main show is three or four thousand miles away? It was like standing outside the big tent and punching tickets to a three-ringed circus. We worked like dogs and never got a chance to see the main performance."

This attitude would probably be found to be that of the 2,400 officers and 24,000 enlisted men engaged in the Embarkation Service.

They are all glad to have been able to do their bit, but most of them look at their silver chevrons and feel that they've been cheated out of something.

Some of the Figures of a Proud Record

During the entire period of embarkation from May, 1917, to November, 1918, the average number of American soldiers placed daily on French soil was 3,500.

In a single day—the last day of August, 1918—46,214 doughboys were shipped out of the Port of New York. This is claimed as the world's record for a single day's shipment of troops.

The figures for the previous month, July, are held by the Port of Embarkation Service to constitute another world's record in troop transportation. In this month

MAJOR C. H. DAYHUFF AND STAFF
Identification Building

LT.-COL. R. E. SHANNON
Transportation Officer and Staff

CAPTAIN C. F. ITZEN
Personnel Adjutant

CAPTAIN J. J. WILKINS
Sales Commissary

CAPTAIN SEELY DUNN
Baggage Division

CAPTAIN OWEN DONNELLY
Equipment Liaison

268,117 officers and men were put aboard vessels and sent overseas by the Embarkation Service.

This was the highest number reached during the period of the war. The number of men shipped to France had steadily increased from May, 1917, when the figures for the month were only 1,543.

It required 936 sailings to transport a sufficient number of troops to France to win the war. These sailings were carried out by 307 vessels, 108 of them being naval, 182 commercial and 17 Allied transports.

At the Port of Embarkation in Hoboken it is declared that the work of fitting these vessels out as transports was done entirely by the army instead of by the navy, as has been generally believed.

The Embarkation Service points with pride to the work done by the army in building up a transport fleet.

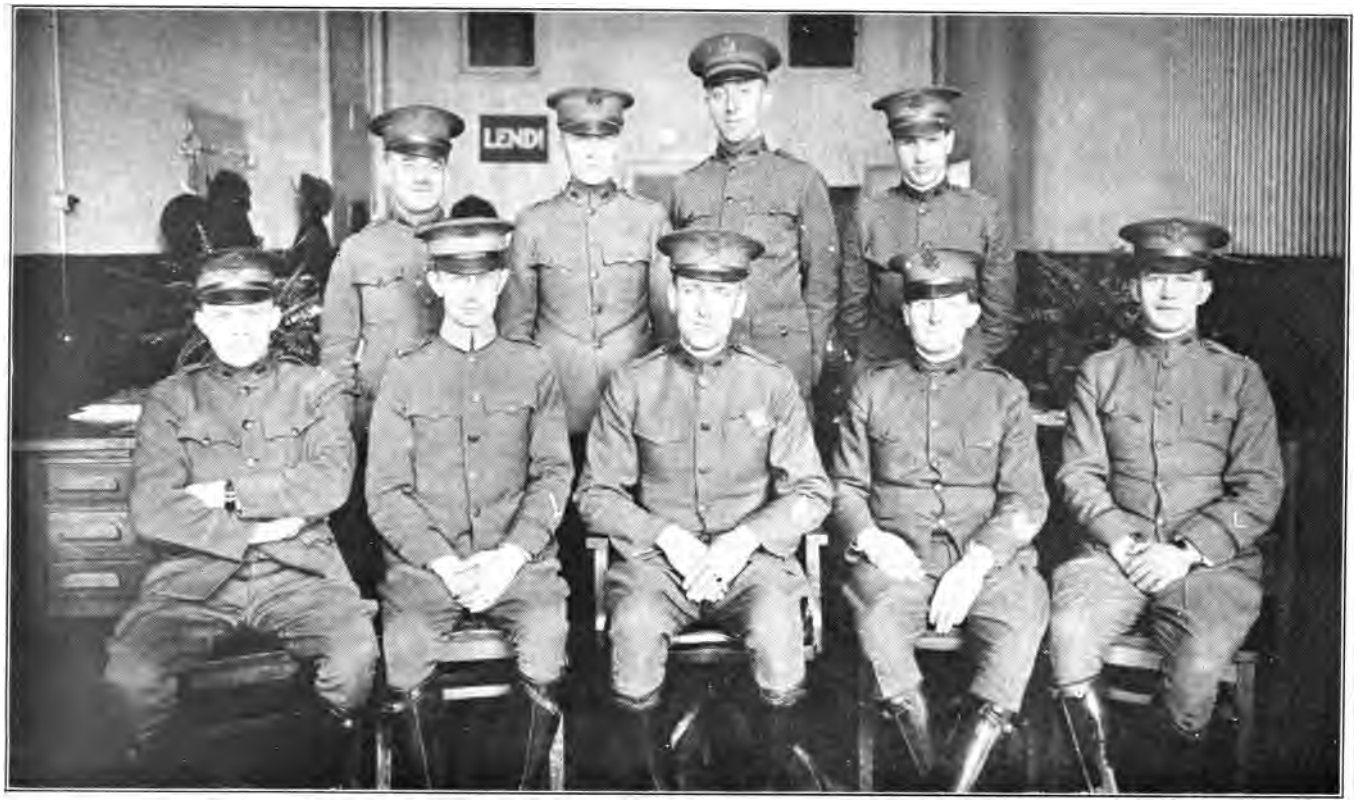
Major Gen. Shanks has served as commanding officer of the port of embarkation practically through the war. The officers who have served with him and with Brigadier Gen. McManus are men who have grown up with the Embarkaion Service, the personnel having changed very little since the declaration of the war.

Brigadier Gen. McManus and Col. John Robertson are heads of the Troop Movement Office of the port of embarkation, under them being thirty line officers, several of whom are West Point graduates.

The same efficiency that marked the shipment of the A. E. F. overseas is characterizing its return. Three hundred thousand doughboys have already been landed from "over there."

The smoothness and rapidity with which the debarkation officers work were demonstrated a few days ago when the naval transport Leviathan docked in Hoboken with 12,500 troops and equipment.

In less than three hours after this giant liner tied up there wasn't a doughboy or scrap of equipment in sight. The entire outfit had been entrained and was on its way to camp.



MAJOR R. N. NELSON AND STAFF

ASSISTANT ADJUTANTS

MAJOR T. B. GLOVER, M. H.
Ass't Port Utility Officer

CAPTAIN OSCAR REYNOLDS, INF.
Troop Movement Office

[illegible] REMINGTON, Q. M. C.
Transport Officer

[illegible] SCHOEPPEL, I. G.
Former Port Inspector

MAJOR R. N. NELSON, Q. M. C.
Port Utilities Office

R. F. DICKERSON
Dept. Agent, American Railway Commission

Roster of Officers on Duty in the Office of the Commanding General and Port Adjutant, Headquarters, Port of Embarkation, Hoboken, N. J., Midnight, October 31, 1919

MAJOR GENERALS

1. Shanks, David E., DSM.....Commanding General.

BRIGADIER GENERALS

2. McManus, G. H., DSM.....Troop Movement Officer.
3. P. W. Davison.....Executive Officer.

COLONELS

1. Appel, Aaron H., USA, Rtd.....General Court Martial.
2. Blunt, A. C., USA.....Officer in Charge Military P. O.
3. Chatfield, Walter A., USA, Rtd....Survey Officer.
4. Eskridge, Oliver S., Inf.....Assistant to Acting Chief of Staff.
5. Marmon, Joseph A., Inf.....Assistant to Acting Chief of Staff.
6. Murray, Cunliffe H., USA, Rtd....General Court Martial.
7. Nance, J. T., USA, Rtd.....Assistant to Port Inspector.
8. Robertson, John, Inf.....Assistant to Troop Movement Officer.
9. Rockwell, V. LaS., Cav.....Inspector of Guard and Fire Units.
10. Steedman, R. R., USA, Rtd.....General Court Martial.
11. Taylor, Charles W., USA, Rtd.....General Court Martial.

LIEUTENANT COLONELS

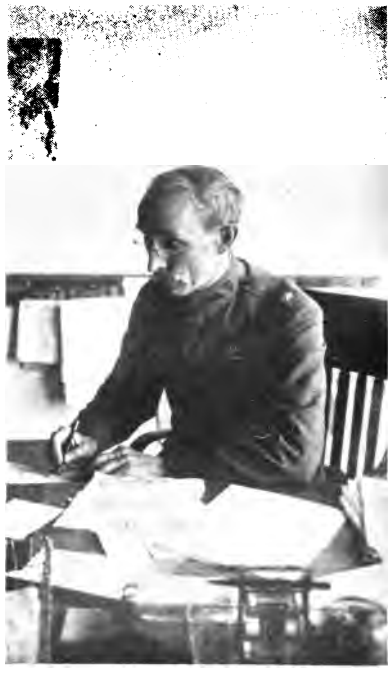
1. Cassatt, E. E., IGD.....Assistant to Port Inspector.
2. Corbusier, William H., USA, Rtd..General Court Martial.
3. Cronkhite, Henry M., USA, Rtd...General Court Martial.
4. Martin, Medad C., USA, Rtd.....General Court Martial.
5. Neely, William S., Inf.....Assistant to Troop Movement Officer.
6. Paddock, Geo. H., USA, Rtd.....Assistant to Survey Officer.
7. Schoeffel, F. H., USA.....Port Inspector.
8. Wyeth, Marlborough C., USA, Rtd.General Court Martial.

MAJORS

1. Dayhuff, Charles H., AGD.....Officer in Charge Identification and Transportation of Casuals.
2. Drake, Frank H., CAC.....Assistant to Troop Movement Officer.
3. Dunham, Lawrence B., USA.....Intelligence Officer.
4. Farr, Charles W., USA, Rtd.....General Court Martial.
5. Haff, C. B., FA.....Assistant to Port Inspector.

PERSONNEL U. S. RAILROAD ADMINISTRATION OFFICE
R. F. DICKERSON, DEPARTMENT AGENT

ARMY RAILWAY TRAFFIC SERVICE
CAPTAIN GEORGE W. KNIGHT, Commanding



CAPT. R. F. DORAN
LT.-COL. B. W. CHAMBERLAIN

CAPT. C. S. MAYES
LT.-COL. M. E. HUGHES

6. Hewes, H. P., Inf.....Assistant to Port Inspector.
7. Lawes, H. J., MTC.....Motor Transport Officer.
8. Maginnis, T. F., Inf.....Assistant to Acting Chief of Staff.
9. Moore, J. Perry, AGD.....Personnel Adjutant.
10. Phelps, Frederick N., USA, Rtd....General Court Martial.
11. Robbins, E. A., AGD.....Port Adjutant.
12. Scholle, William D., FA.....Executive Officer, Camp Upton, L. I.
13. Walker, John C., Inf.....Assistant to Troop Movement Officer.

CAPTAINS

1. Anderson, Alden, FA.....Assistant to Troop Movement Officer.
2. Appleton, Daniel S., Inf.....Assistant to Troop Movement Officer.
3. Banting, Frank F., QMC.....Assistant to Information Officer.
4. Boyer, C. K., AGD.....Assistant to Personnel Adjutant.
5. Carroll, Charles A., AGD.....Assistant to Personnel Adjutant and Statistical Officer.
6. Gilliam Thomas M., FA.....Assistant to Troop Movement Officer.
7. Glasson, Samuel, USA, Rtd.....General Court Martial.
8. Goodale, J. R., USA, Rtd.....Assistant to Port Adjutant.
9. Itzen, Charles F., AGD.....Assistant to Port Adjutant.
10. Jopling, Howard S., Inf.....Assistant to Troop Movement Officer.
11. Kiernan, Paul L., MIB.....Assistant to Intelligence Officer.
12. Kimball, William A., USA, Rtd....General Court Martial.
13. McKinstray, Arthur P., USA.....Assistant to Intelligence Officer.
14. McLean, James D., JAGD.....Assistant to Judge Advocate.
15. Malone, Kemp, AGD.....Assistant to Personnel Adjuant.
16. Marino, Joseph J., Inf.....Assistant to Intelligence Officer.
17. Moffatt, Donald, Inf.....Assistant to Troop Movement Officer.
18. Montgomery, Benj. F., USA, Rtd..General Court Martial.
19. Murray, Clarence F., FA.....Assistant to Troop Movement Officer.
20. Nicoll, Courtland, USA.....Assistant to Intelligence Officer.
21. Reid, Archibald, IGD.....Assistant to Port Inspector.
22. Reynolds, Oscar J., Inf.....Assistant to Troop Movement Officer.
23. Roy, Frederick F., AGD.....Officer in charge of Transportation of Organizations Overseas.
24. Snell, King W., Inf.....Assistant to Troop Movement Officer.
25. Stevenson, Charles D., JAGD.....Assisant to Judge Advocate.
26. Wales, Orval A., AGD.....Assistant to Personnel Adjutant.
27. Williams, Jay E., Inf.....Assistant to Troop Movement Officer.
28. Wyles, C. C. L. B., AGD.....Assistant to Acting Chief of Staff.

FIRST LIEUTENANTS

1. Bach, Julian S., AGD.....Assistant to Officer in Charge of Military Post Office.
2. Baker, Stanley H., AGD.....Assistant to Officer in Charge of Transportation of Organizations Overseas.
3. Barley, Leon C., Inf.....Assistant to Statistical Officer.
4. Barnell, Joseph G., AGD.....Assistant to Port Adjutant.
5. Brundage, Albert E., Inf.....Assistant to Port Adjutant.
6. Bryan, Harry M., AGD.....Assistant to Statistical Officer.
7. Butterbaugh, Wayne E., AGD.....Assistant to Statistical Officer.
8. Cunningham, James M., AGD.....Assistant to Statistical Officer.
9. Foster, George A., AGD.....Assistant to the Port Adjutant.
10. Johnson, Norman, Inf.....Assistant to Troop Movement Officer.

LIEUT. EKMAN
MAJ. A. R. GREEN, M. C.

CAPT. F. E. THUMEY, San C.
LT. H. S. ROBERTSON

Office Personnel Transportation for Sick and Wounded
[redacted] Corre[redacted]ce Dept., Effects Bureau, Lieut. W. F. Read In Charge
[redacted]ps, Hoboken, Captain H. M. Thatcher In Charge

A FEW OF THE BRIGHT SPOTS AT THE PORT

11. Mills, L. S., AGD.....Assistant to Officer in Charge of Transportation of Organizations Overseas.
12. Metzger, LeRoy, FA.....Assistant to the Port Inspector.
13. Rabbitt, Harry F., AGD.....Assistant to the Statistical Officer.
14. Sewall, Willis F., AGD.....Assistant to Port Adjutant.
15. Shaffer, Rexford R., AGD.....On duty at Camp Upton, L. I., New York, as representative of the Adjutants.
16. Sleppin, Benjamin, Inf.....Assistant Instructor on Censorship.
17. Taylor, Lloyd C., FA.....Assistant to Statistical Officer.
18. Trainer, Peter, FA.....Port Veterinarian.
19. Wardin, Edward W., CWS.....Chemical Warfare Service Officer.
20. Willcox, H. P., Eng.....Assistant to Port Inspector.

SECOND LIEUTENANTS

1. Bishop, Charles E., AGD.....Assistant to Statistical Officer.
2. Blake, John M., Inf.....Assistant to Information Officer.
3. Cunningham, Francis Del., Inf.....Assistant to Information Officer.
4. Doggett, S. H., MTC.....Assistant to Motor Transport Officer.
5. Eichelberger, Louis E., Inf.....Assistant to Statistical Officer.
6. Fuller, Wyman A., Inf.....Assistant to Statistical Officer.
7. Gunderson, Le Roy A., Inf.....Assistant to Information Officer.
8. Hann, Francis, Inf.....Assistant to Statistical Officer.
9. Hinson, M. T., Inf.....Aide-de-Camp.
10. Hutchins, Will M., AGD.....Assistant to the Port Adjutant.
11. Jones, Austin S., MTC.....Assistant to Motor Transport Officer.
12. Kelleher, William A., AGD.....Assistant to Personnel Adjutant.
13. Lehmaier, Martin, AGD.....Assistant to Information Officer.
14. Lynch, William Hyan, Inf.....Assistant to Statistical Officer.
15. Lyon, George H., SC.....Assistant to Port Adjutant.
16. Mallory, W. W., Inf.....Assistant to Information Officer.
17. Morrison, R. S., Cav.....Assistant Instructor on Censorship.
18. Rhoads, George A., Inf.....Assistant to Personnel Adjutant.
19. Richards, Eben, Jr., Inf.....Aide-de-Camp.
20. Seaman, Philip H., USA.....Assistant to Intelligence Officer.
21. Simmons, John A., Inf.....Assistant to Statistical Officer.
22. Theise, William J., AGD.....Assistant to Statistical Officer.

QUARTERMASTERS CORPS

MAJORS

1. Remington, Mortimer, QMC.....Transport Officer.
2. Rhodes, E. V., QMC.....On duty with Depot Quartermaster at Boston, Mass.
3. Shelton, Nathan J., QMC.....Supply Officer and Commanding Officer, U. S. Troops at Montreal, Can.

FIRST LIEUTENANTS

1. Barber, S. Lyman, QMC.....Assistant to Transport Officer.
2. Murphy, Edward S., QMC.....Information Officer.

LT. JOHN B. OVERALL
MAJ. McDONALD

CAPT. W. S. BLACK
CAPT. C. P. WILSON

CAPT. SACHUNS
MAJ. E. N. SCHORER, M. C.

LT. BAYARD TAYLOR
CAPT. RUPERT, S. C.

MAJ. S. C. BALDWIN, M. C.
LT.-COL. SCOTT, D. C.

MAJ. H. N. KEARNS
CAPT. J. J. DONOHUE

SECOND LIEUTENANTS

1. Ormsby, William J., QMC.....Assistant to Transport Officer.

CHAPLAINS

MAJOR

1. Axton, John T.....Port Chaplain.

FIRST LIEUTENANTS

1. Beebe, Milton O.....Chaplain (Asst. to Port Chaplain).
2. Burkhalter, L. L.....Chaplain.
3. Catterlin, Armsted H.....Chaplain.
4. Cox, Gordon Dale.....Chaplain.
5. Dalton, Hugh A.....Chaplain.
6. Fossulman, I. F.....Chaplain.
7. McLaughlin, Richard H.....Chaplain.
8. Conboy, Thomas G.....Chaplain.

Roster of Army Field Clerks, Headquarters, Port of Embarkation, Hoboken, N. J., at Midnight, April 30, 1919

1. Abert, George R.
2. Akerstrom, Louis O. A.
3. Alexander, Curt
4. Allen, Edward J.
5. Allen, William J.
6. Anderson, Percy S.
7. Anderson, Segurd A. C.
8. Anone, Emile W.
9. Apgar, Francis R.
10. Arens, Arthur W.
11. Auer, Louis C.
12. Bacigal, Emil A.
13. Baldwin, Walter W.
14. Barnes, John F.
15. Beardsall, William V.
16. Beck, Henry C.
17. Beckett, Hugh
18. Benon, Herbert
19. Bensman, Louis
20. Beresford, Edward J.
21. Bergman, William
22. Bird, William H.
23. Birnhaum, Philip Stanley
24. Blackman, Harry R.
25. Blackman, Samuel
26. Blaser, Herman J.
27. Blunt, Matthew M.
28. Bodne, Joseph J.
29. Bowen, Edison
30. Boyd, James F.
31. Brady, Matthias J.
32. Brauer, William T.
33. Brophy, Joseph P.
34. Browne, Benjamin T.
35. Brown, George R.
36. Brown, John Harvey
37. Bryan, Charles M.
38. Buchmiller, Clarence C.
39. Buehne, Ollie F.
40. Bull, Nathaniel, Jr.
41. Burgess, George W.
42. Burnett, Charles S.
43. Burns, Thomas J.
44. Burricelli, Thomas R.
45. Bush, John E.
46. Byrne, John J.

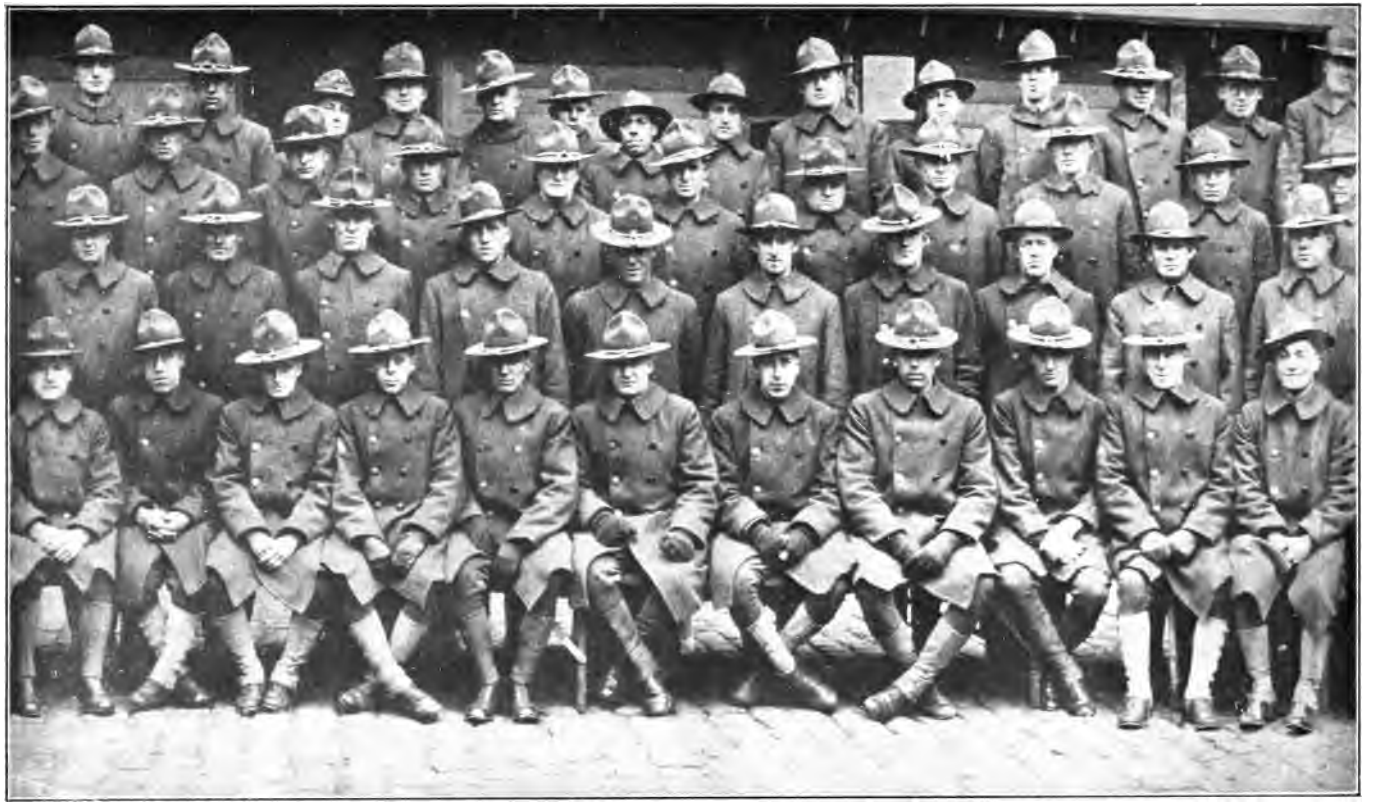
LT. THOMAS J. CRONIN
Overseas Express Officer

CAPT. F. F. ROY
Dispatch Office

CAPT. C. C. WILE, A. G.
Office of Chief of Staff

CAPT. P. E. WALKER
Transportation Office

47. Cahill, Thomas J.
48. Campbell, James A.
49. Carbone, William E.
50. Cardwell, Robert W.
51. Carter, John O.
52. Cavanaugh, Martin H.
53. Chagnon, Antonio A.
54. Chauncey, Depew T.
55. Chirco, Frank B.
56. Claar, John L.
57. Clark, Charles S., Jr.
58. Clemency, William Edward
59. Clifford, William, Jr.
60. Cochrane, Raymond W.
61. Condon, John A.
62. Connors, Joseph M.
63. Cook, Charles F.
64. Cook, John E.
65. Cooke, Martin E.
66. Coppinger, Harry A.
67. Corcoran, George D.
68. Costanza, Anthony
69. Coughlin, Eugene W.
70. Cowit, Max W.
71. Cramer, Charles W.
72. Crampton, Paul G.
73. Crandall, Joseph N.
74. Crandall, S. Lewis
75. Cribbin, James J.
76. Crook, Harry
77. Crook, Hesse
78. Curran, Stanford W.
79. Cusack, James J.
80. Cushman, Spencer R.
81. Cuthbert, Edward B.
82. Daines, Carleton W.
83. Daly, James Patrick
84. Damrell, Henry P.
85. Danenberg, Nathan
86. Davison, Arnold B.
87. Day, Soule B.
88. Dena, George E.
89. Dean, George E.
89a De Fazio, Sebastian
90. Deitel, Edward
91. De Nike, William E.
92. De Roze, Charles Anthony
93. Detroy, Peter John, Jr.
94. De Zazala, Lorenzo
95. Dieckman, Charles J.
96. Dobbs, Franklin M.
97. Dobbs, Bligh A.
98. Doherty, William T.
99. Donaghy, William H.
100. Donlon, Michael J.
101. Donnelly, Charles E.
102. Doobin, Herman C.
103. Dorland, Joseph W.
104. Dowd, John H.
105. Drew, Roy Dunning
106. Driscoll, Edwin J.
107. Eardman, Edward G.
108. Eckhart, Frank V.
109. Eisenstat, Abraham
110. Ellsworth, Harry M.
111. Englander, Irving
112. Ephraim, Belmont
113. Epstein, Harvey H.
114. Fagan, Francis
115. Fagan, Vincent J.
116. Farrell, Matthew F.
117. Fass, William
118. Fatscher, Amandus
119. Feldman, David
120. Fenn, Stanley W.
121. Ferris, Archibald W.
122. Ferris, Elvin F.
123. Finklestein, Louis
124. Fitzgerald, Edward A., Jr.
125. Fitzpatrick, Frank J.
126. Fitzpatrick Thomas J.
127. Flannery, James T.
128. Flautt, Logan J.
129. Flor, Albert
130. Flynn, Richard J.
131. Gaffney, Richard F.
132. Gannon, Charles F.
133. Gannon, John J.
134. Ganzkow, George F.
135. Gargan, Andrew L.
136. Garrett, William R., Jr.
137. Gatchell, Raymond
138. Gaynor, James F.
139. Geller, Moe
140. Gellman, David
141. Geroldsen, George
142. Gilliland, James L.
143. Ginsberg, Carl
144. Gladstone, Newton A.
145. Glass, Driver H.
146. Glennon, Clarence J.
147. Goodman, James J.
148. Grant, Joseph P.
149. Grimshaw, John C.
150. Guilibault, Mason T.
151. Guernsey, Harold A.
152. Haft, Jules G.
153. Haggerty, Daniel A.
154. Hagstrom, Paul H.
155. Halligan, Thomas F.
156. Halpin, Thomas A.
157. Hamilton, Charles L.
158. Hannan, Francis M.
159. Harris, Joseph R.
160. Harris, Harry J.
161. Harvey, Ralph C.
162. Harwitz, Samuel E.
163. Hayes, Edward W.
164. Heavey, John J.
165. Herb, Franklin B.



1ST PROVISIONAL GUARD AND FIRE BATTALION

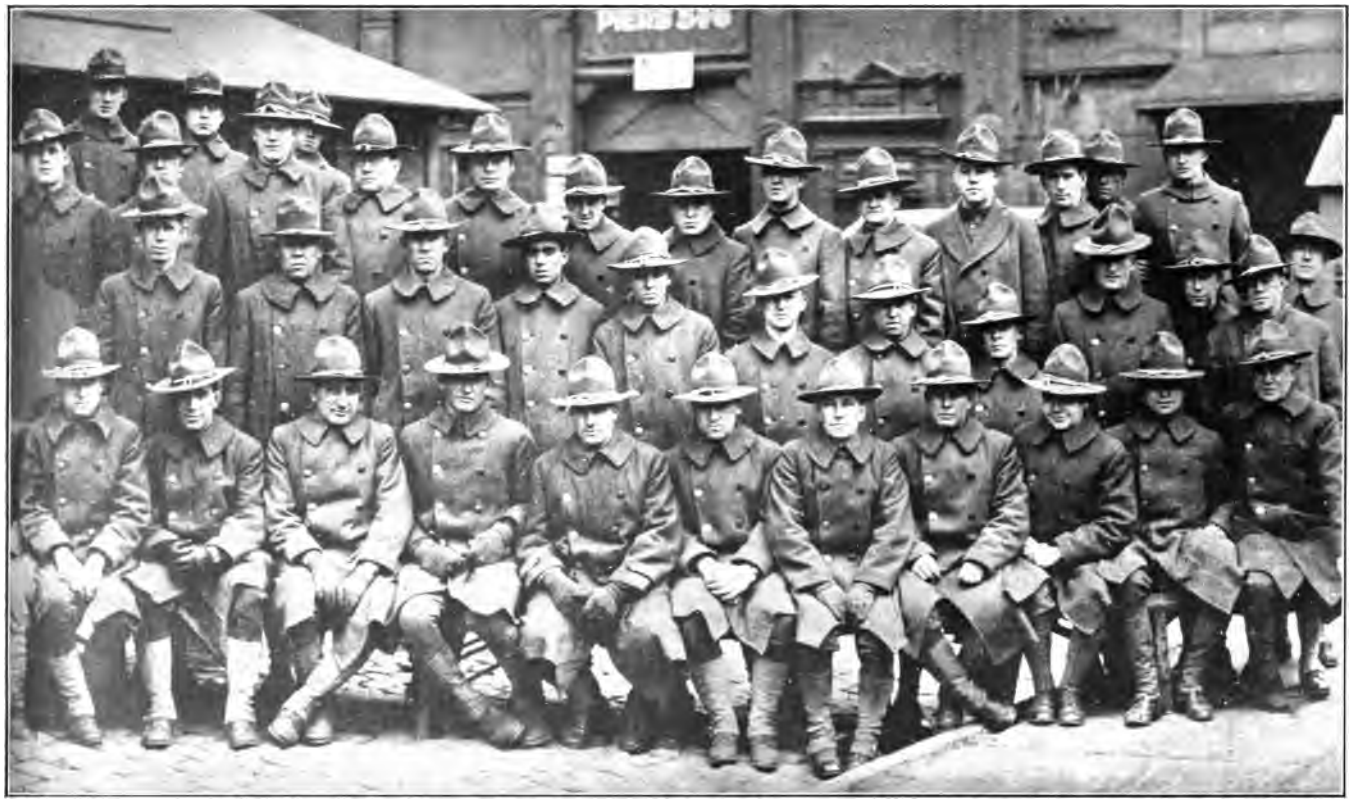
1ST PROVISIONAL GUARD AND FIRE BATTALION

1ST PROVISIONAL GUARD AND FIRE BATTALION

1ST PROVISIONAL GUARD AND FIRE BATTALION

1ST PROVISIONAL GUARD AND FIRE BATTALION

1ST PROVISIONAL GUARD AND FIRE BATTALION



1ST PROVISIONAL GUARD AND FIRE BATTALION

166. Herschfield, Harold L.
167. Hewison, Charles B.
168. Hilliard, Benjamin C., Jr.
169. Hoffman, Leo C.
170. Hogan, Edward F.
171. Hogan, James A.
172. Hoolabird, Harlowe C., Jr.
173. Honour, J. H., Jr.
174. Hopkins, George A.
175. Hosmer, Paul H.
176. Howe, Henry E.
177. Hoyt, Charles R.
178. Hudson, Edward R.
179. Hughes, George Morris
180. Hyde, William A.
181. Ingram, Cardinal W.
182. Izenberg, Harry
183. Jacobs, David
184. Jeffers, Ulic H.
185. Johnson, Edward M.
186. Jones, Marion A.
187. Jurginson, Andrew C.
188. Kearney, Edmund DeSalles
189. Keefe, Harry S.
190. Kelly, George H.
191. Kelton, Frank B.
192. Kenney, Thomas J.
193. Kettell, Lawrence F.
194. King, Samuel R.
195. Kinzler, Herman
196. Klein, David
197. Kleinfelder, Richard A.
198. Kopp, Louis L.
199. Kossar, Hyman
200. Kovac, Emil V.
201. Kotz, John W.
202. Kreger, Maurice C.
203. Kroth, Joseph A.
204. Kurz, Philip W.
205. Laidlaw, Fred S.
206. Lankenau, Richard
207. Larkin, Paul C.
208. Larsen, Henry A.
209. Latauer, Harry
210. Larents, Alfred L.
211. Lederer, Barney O.
212. Lefkow, Alfred
213. Lehman, Gustav C.
214. Leins, Ernest
215. Leonard, William F.
216. Le Strange, August J.
217. Levy, Harry
218. Levy, Ralph E.
219. Lewis, Albert C.
220. Lips, John G.
221. Lithgow, Eugene A.
222. Litwin, Samuel
223. Louprette, Frank A.
224. Louttit, James H.
225. Lowden, James E.
226. Lowitz, Louis D.
227. Lurie, Edwin S.
228. Lyons, Timothy J.
229. McCabe, Robert J.
230. McCarthy, Thomas A.
231. McCloskey, Felix L.
232. McGarry, David A.
233. McInerney, William C.
234. McIntyre, Wm. P.
235. McLaughlin, Francis X.
236. McMahon, James J.
237. McMinn, Albert J.
238. McNamara, Daniel E.
239. McNamara, Lot F.
240. McNulty, John G.
241. McNulty, Thomas
242. MacCombie, Herbert E.
243. Mackenzie, Frank B.
244. Magill, James A.
245. Mahoney, George V.
246. Malone, Arthur C.
247. Mara, Cornelius J.
248. Markowitz, Samuel A.
249. Marnell, John F.
250. Marsilie, John R.
251. Marvin, W. Roy
252. Mason, William E.
253. Matthews, Ambrose R.
254. Meader, Monroe H.
255. Meloski, John F.
256. Merendine, Anthony T.
257. Mertens, Walter
258. Meyding, George W.
259. Meyer, Fred A.
260. Meyer, William B.
261. Myers, Jack
262. Michaelson, Samuel H.
263. Miller, Fred R.
264. Monroe, George H.
265. Morris, H. Preston
266. Morrison, Clifford P.
267. Mullins, Ivan B.
268. Murray, Thomas J.
269. Musil, William J.
270. Newman, Carl T.
271. Neylan, John F.
272. Nieman, David
273. Nieman, Louis
274. Noack, Charles F.
275. Nortz, Gerald A.
276. O'Brien, J. Harry
277. O'Brien, Thomas
278. Oehmann, Andrew LeRoy
279. Oertel, Ferdinand R.
280. O'Loughlin, Henry G.
281. O'Neill, Francis G.
282. O'Neill, Charles V.
283. O'Neill, William A.
284. Outwater, William S.
285. Ownes, John T., Jr.

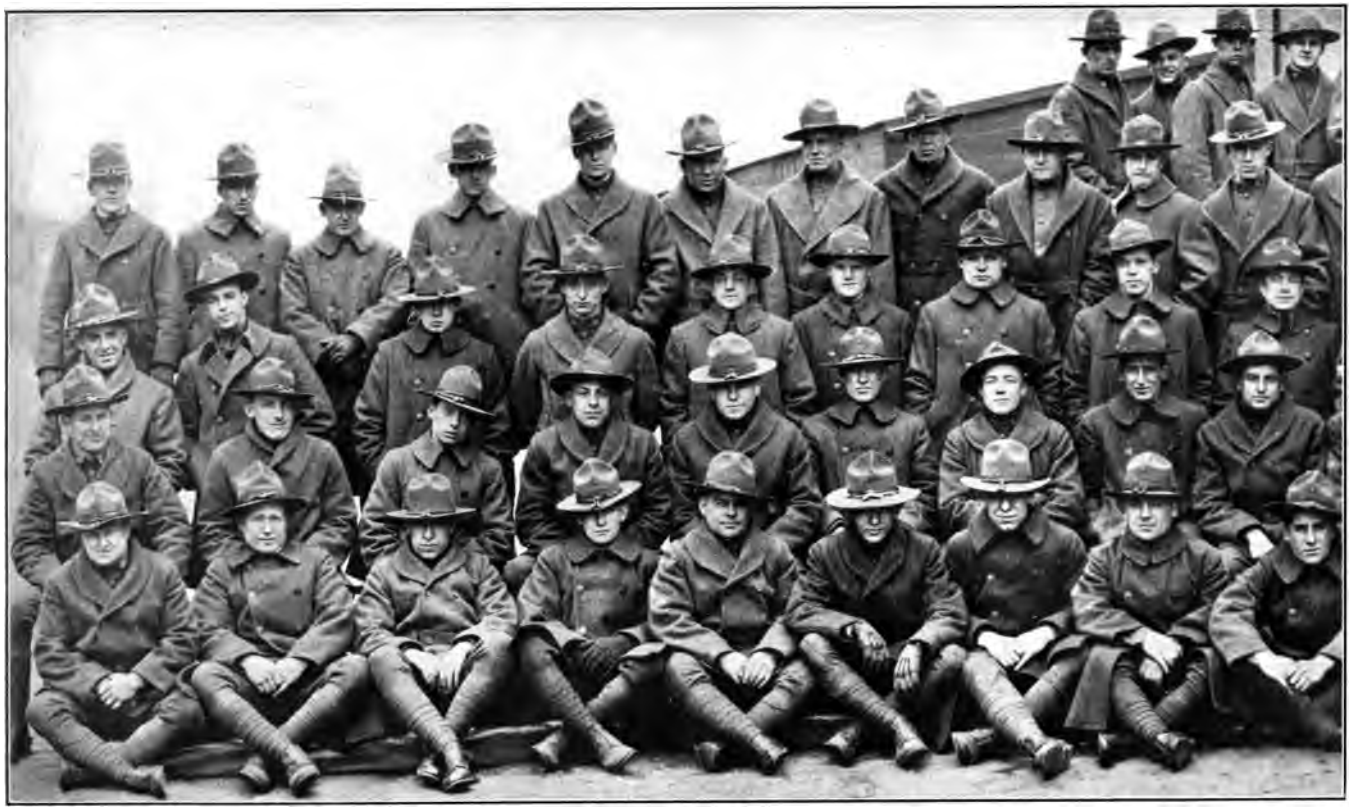
1ST PROVISIONAL GUARD AND FIRE BATTALION

ELEVATOR OPERATORS AND HEADQUARTERS CHAUFFEURS
ATTENDING SURGEON AND OFFICE STAFF

Requisition Section, P. U. O., Lt. A. Clay In Charge
Legal Form Dept. Effects Bureau, Miss D. V. Cleveland In Charge
File Dept. Effects Bureau, Lt. D. M. Stratton In Charge

286. Pabian, Frank, Jr.
287. Peck, Samuel E.
288. Posin, Samuel
289. Phelan, Francis A.
290. Pintel, James J.
291. Post, Harold E.
292. Power, George E.
293. Prink, Lester
294. Prout, John L.
295. Purcell, Bernard J.
296. Rabinowitz, Henry
297. Rabinowitz, Morris
298. Rainsford, Francis H.
299. Rodman, Morris A.
300. Ratcliff, Jesse C.
301. Rea, Floyd G.
302. Reichart, Robert R.
303. Reimer, Clayton
304. Repke, John E.
305. Reynolds, Thomas P.
306. Richeimer, Jerome
307. Richter, Robert H.
308. Robins, Bartholomew
309. Rogers, William E.
310. Rooney, James J.
311. Root, Benjamin
312. Root, M. Aaron
313. Rosenthal, Max
314. Roy, Frederick J.
315. Ruth, Joseph F.
316. Ryan, John A.
317. Ryan, Matthew
318. Ryan, Timothy L.
319. Safran, Solomon
320. Saiewitz, Louis W.
321. Salvatore, Nicholas
322. Schaechter, Herman
323. Schecker, Cleveland A.
324. Schultz, Michael
325. Schwartz, Bennet H.
326. Sealey, F. H.
327. Seitz, Corwin R.
328. Semmig, William G.
329. Sewell, Walton
330. Sherwood, Edgar Wesley
331. Shields, William J.
332. Siegel, Herman
333. Siegert, George
334. Silon, Irving
335. Simpson, Wallace Norvell
336. Slick, Wilbur I.
337. Slovik, Harry
338. Smith, Compton H.
339. Smith, Hartley G.
340. Stam, Allan Conrad
341. Stam, Jacob
342. Stark, Siegfried
343. Steil, William Penn
344. Stephansen, Carl F.
345. Stephens, George F.
346. Stilson, Warren M.
347. Strauch, Arthur B.
348. Strong, William M.
349. Stumpf, Edward Le Roy
350. Sturges, John Louis
351. Subers, Frank W., Jr.
352. Subin, Louis
353. Sullivan, William J.
354. Sully, George, Jr.
355. Sully, William
356. Suminsby, John E.
357. Sweeney, John A.
358. Track, William E.
359. Talvenesaari, Edward
360. Taub, Leo
361. Taylor, Harold E.
362. Teller, Franklin W., Jr.
363. Thompson, George S.
364. Thompson, William J.
365. Thornton, Milo J.
366. Tiernan, David James
367. Timbario, Joseph
368. Toepfer, John A.
369. Tryon, Justus E. A.
370. Turner, William S.
371. Tyrrell, John H.
372. Tyson, Dorsey P.
373. Valentine, John W.
374. Vollaro, Charles
375. Wahl, Herbert J.
376. Walker, James
377. Walker, William O.
378. Walsh, John A.
379. Wanderman, Morris M.
380. Ward, La Mert A.
381. Warren, Harry Lee
382. Wasserman, Benjamin
383. Waters, Vincent J.
384. Weinberg, Leon E.
385. Weinberger, Isadore
386. Weiss, Solomon
387. Welch, George J.
388. Wertenbaker, Clark I.
389. Westhoff, Frank
390. Weymann, Covert
391. Whelan, Harry J.
392. White, Emil
393. Whitehead, William C.
394. Whitmore, Robert A.
395. Wien, Louis
396. Wineberg, Lloyd W.
397. Winters, Irving B.
398. Wolfe, Raymond Charles
399. Wolfman, Nathan
400. Wood, Arthur B.
401. Wood, Clyde K.
402. Worms, Alexander S.

SALVATION ARMY LASSIES AT THE PORT OF EMBARKATION



MOTOR TRANSPORT NO. 44

MOTOR TRANSPORT NO. 44

Office of the Port Utilities Officer, New York City, N. Y.
Roster of Officers at Midnight, October 31, 1918

COLONEL

Cole, Hayden S.

LIEUTENANT COLONELS, QMC

Baker, W. B.
Chamberlin, D. W.
Davis, Ezra
Jackson, F. P.
McCabe, R. A.
Shannon, R. E.

MAJORS, QMC

Armitage, G. W.
Close, Edward B.
Donnelly, Walter M.
Downing, Charles
Gerhardt, P. L., USA
Gerry, R. J.
Glover, T. B.
Keating, Cletus
Laurence, F. S.
Nelson, John J.
Neustadt, M. W.
O'Brien, D. A.
Pratt, Stewart C.
Teinhard, Frank A.
Turnbull, L. M.
Van Sinderen, Adrian
Yoemans, C. W.

CAPTAINS

Aikman, Robert
Bell, Clair H.
Bergman, D. E.
Bowman, Frank
Boyce, A. L.
Brixey, R. W.
Bryant, Willis R.
Buckler, George A.
Campbell, Louis J.
Carpenter, George S.
Carter, Charles E., Jr.
Chaplain, George
Charters, David J.
Clayton, William L.
Coggswell, John F.
Coit, J. H.
Coombs, Edward E.
Cox, A. B.
Cushing, John E.
De Hughes, G. C.
Dunn, Seely
Eddy, Richard T.
Elliott, Charles P.
Evans, Frank J.
Ey, Frank F.
Farrell, John J.
Fletcher, F. T., USA
Gibson, Francis M.
Graff, Horace M.
Greager, O. A.
Hamlin, Ewing W., USA
Hammond, Orlandé D.
Hargrove, Hardy
Hebblethwaite, Joseph
Hooper, Charles E.
Jabelonsky, Carl H.
Jenkins, M. E., USA
Kelly, John F.
King, William T.
Knight, George W.
Kuwhns, R. J.
Langston, John S.
Lynch, Charles D.
Lynch, Charles D.
McDermott, Charles
McKay, Charles F.
MacDonald, W. J.
MacQuillan, W. L.
Madsen, Hans A.
Magee, Charles H.
Malone, George E.
Mullings, Robert M.
Olhaber, William M.
O'Brien, William N.

MOTOR TRANSPORT NO. 44

MOTOR TRANSPORT NO. 44

MOTOR TRANSPORT NO. 44

Overheiser, Franklin
Pawla, Fred A.
Pedrick, Charles D.
Petite, Albert M.
Peyton, P. B., Jr.
Phillips, Charles L.
Pierson, I. R.
Powers, M. J.
Rahilly, David A.
Ratner, I. R.
Reynor, Harry
Rideout, Parker E.
Riter, William F.
Robinson, F. H.
Sacknus, Henry W.
Sandford, Lawson
Sedweek, Charles E.
Stewart, Charles
Spaulding, H. C.
Thomson, Frank K.
Townsend, A. C., USA
Tremaine, W. C.
Virgin, Ira H.
Wilcox, D. A.
Wilkins, John J.
Willis, L. B.
Wilson, Lydon F.

FIRST LIEUTENANTS, QMC

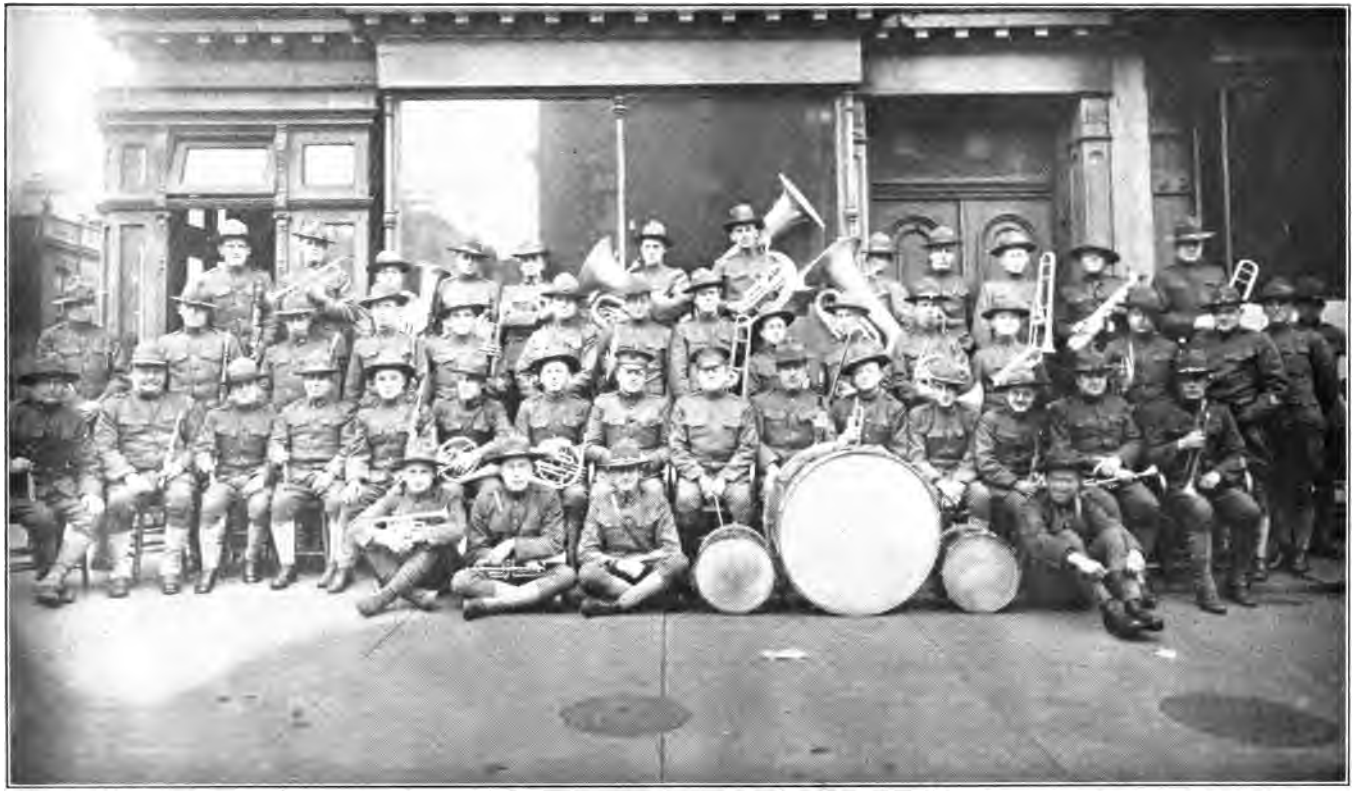
Addoms, M. C.
Anderson, Edwin M.
Applegate, Bayard C.
Armstrong, Buron N.
Arnof, Joseph N.
Arnold, J. H.
Axelson, Carl A.
Babcock, Woodward
Barnum, Robert C.
Bassett, John A.
Bates, Earle W.
Beaton, Donald J.
Bennett, E. H.
Bernard, Frederick
Bissell, Leonard A.
Black, Barnard C.
Blewett, Charles H.
Bostwick, S. F.
Bowers, Richard D.
Brack, Raymond H.
Brian, Jesse J.
Brink, Floyd E.
Bryan, Frantz M.
Buck, George G.
Bulloch, David N.
Bushey, F. P.
Butler, Gerald M.
Butterworth, Lester B.
Carlough, Howard W.
Cavendish, Harry
Clayton, F. P.
Colton, Asa
Cooper, Raymond
Crow, Warder
Danner, Norman B.
Dempsey, R. J.
Dinsmore, Alvin L.
Ellis, Paul R.
Flertzheim, Henry A.
Ferguson, J. A.
Franklin, L. I.
Fraser, William A.
Gahn, Rolf E.
Greenwood, Harold J.
Griffin, Charles W.
Hamilton, A. E.
Harned, Pomeroy
Heeley, Eugene S.
Hill, Frederick W.
Hindle, John C.
Hummers, William S.
Hutcheson, John C.
Johnson, Wilbur S.
Jonas, Adore L.
Kelly, Thomas W.
Ketchum, Frank B.
Killoran, Sylvester A.
Kip, Garrett B.
Knott, Lewis A.
Krueger, M. M.
Landon, Howare L.
Landon, Howard L.
Lawrence, Paul T.
Lisle, Herbert
McAllister, H. C.
McClain, Elmer
McCormick, John E.
McMullan, Patrick
Mallory, Arthur
Marshall, Irving
Martin, John B.
Matthews, J. W.
Matthews, W. W.
Mayer, Otto H.
Mett, Charles
Middlebrook, William T.
Moffat, David
Moulton, Parker N.
Murray, Matthew T.
Noel, R. C.
Norton, Brayton S.
O'Brien, R. A.
Phelps, E. H.
Schneider, T. I.

PORT BAND NO. 3, LT. H. A. DAHLMAN

Schuman, Paul G.
Segrave, John K.
Sewall, Benjamin B.
Sheldon, Charles D.
Smott, Harlow E.
Spotswood, M. W.
Strauss, Harry B.
Sylvester, Robert E.
Tandler, Richard
Taylor, Verne A.
Thalman, Sigmond
Thomas, James R.
Thompson, Raymond L.
Thornton, Emslie C.
Titus, Peter R.
Towle, Albert L.
Trilling, Frank A.
Wile, Lee
Wilkins, Ray C.
Wilson, Francis J.
Wrenshall, Abraham K.

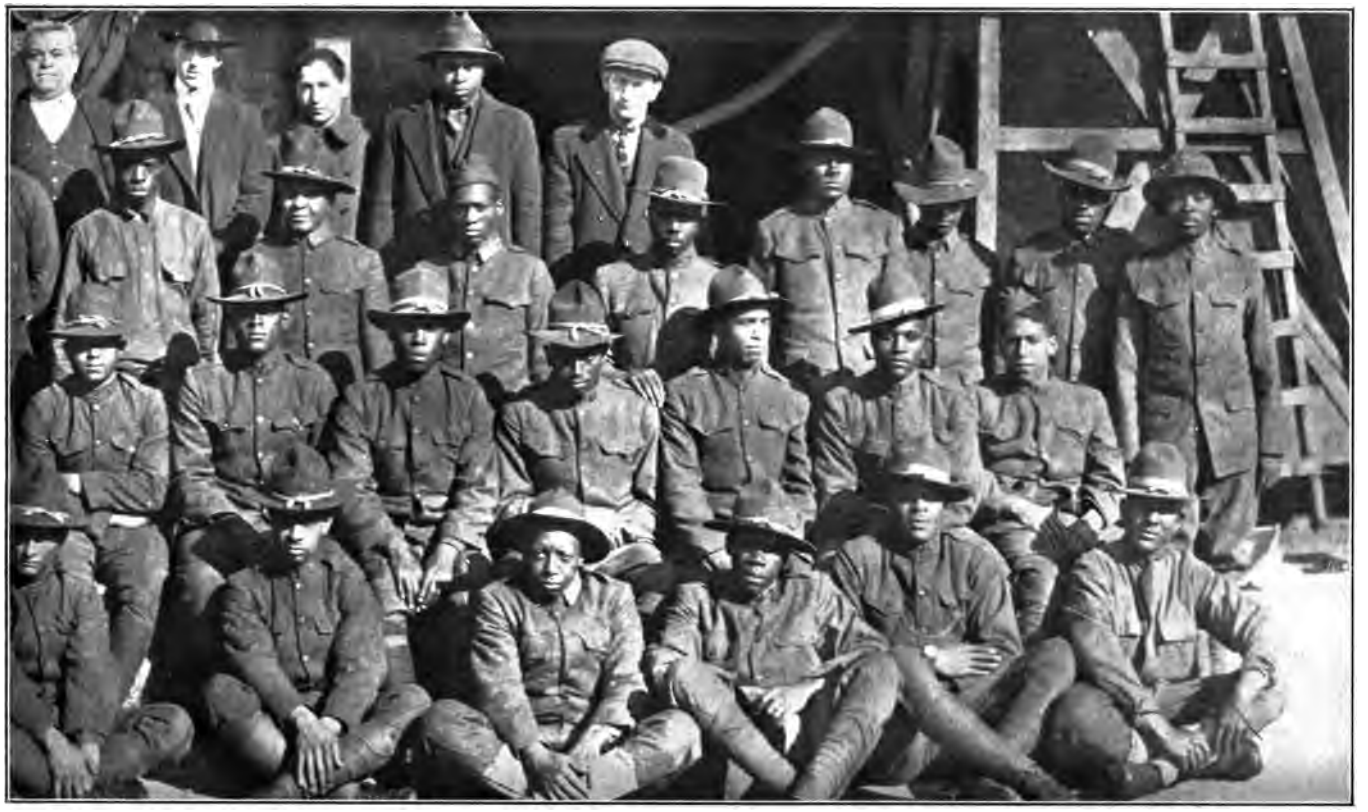
SECOND LIEUTENANTS, QMC

Angier, Harold
Armstrong, J. T. H.
Barrows, Daniel H.
Barry, Walter X.
Bass, Emory P.
Beckman, Albert J.
Bell, Edwin H.
Bell, James C.
Ball, Walker E.
Bender, William D.
Biberman, Charles
Blangenship, Glenn
Brooks, George C.
Butler, George P.
Campbell, Stanley B.
Cauthers, James D.
Challenger, Francis S.
Chandler, Henry G.
Clark, Lester P.
Cleeve, Frederick W.
Cooke, William H.
Cooney, Raymond A.
Corbett, Ralph E.
Cown, John A.
Craig, Herbert W.
Cronin, Thomas
Crimmins, Joseph A.
Daly, John J.
Dalzell, George H.
Davidson, J. J.
Dawkins, Joseph D.
Deming, Joseph G.
Devine, James J.
Elms, James C.
Ervin, Ralph W.
Failing, John C.
Feloi, Leonard F.
Fisher, Fred M.
Flannery, Harold
Flume, L. J.
Fobes, T. B.
Garvey, John J.
Glaccum, John J.
Godfrey, Freeman A.
Golembe, Charles
Grace, Earl J.
Grady, Thomas A.
Grande, Joseph E.
Haines, Franklin M.
Handley, James T.
Hanley, Owen A.
Harding, Orman W.
Hawk, Henry C.
Hayes, Victor E.
Hensel, Orville C.
Kaufman, Gerald M.
Keefe, David R.
Kilpatrick, John
Klump, Karl J.
Knobloch, P. G.
Lese, Joseph L.
Lind, John A.
Young, Harlow W.
Long, Lawrence D.
Lundberg, Charles
McCarthy, William V.
McConnell, Frank H.
McDade, George C.
McDonough, Justin F.
McIlwain, Morris H.
McNulty, James
McNulty, John J.
McRae, Alexander
Maddox, Giles A.
Mathews, Chauncey W.
Mehrer, Harry E.
Metzer, Albert
Miedel, Russell J.
Miller, Henry W.
Miller, John F.
Mitchell, D. E.
Moore, John A.
Morris, Raymond
Mulcahey, James
Mulvaney, Frederick
Naylor, Arthur L
Neville, Walter J.
Nichols, S. E.
Nordell, Edward F.
North, William H.



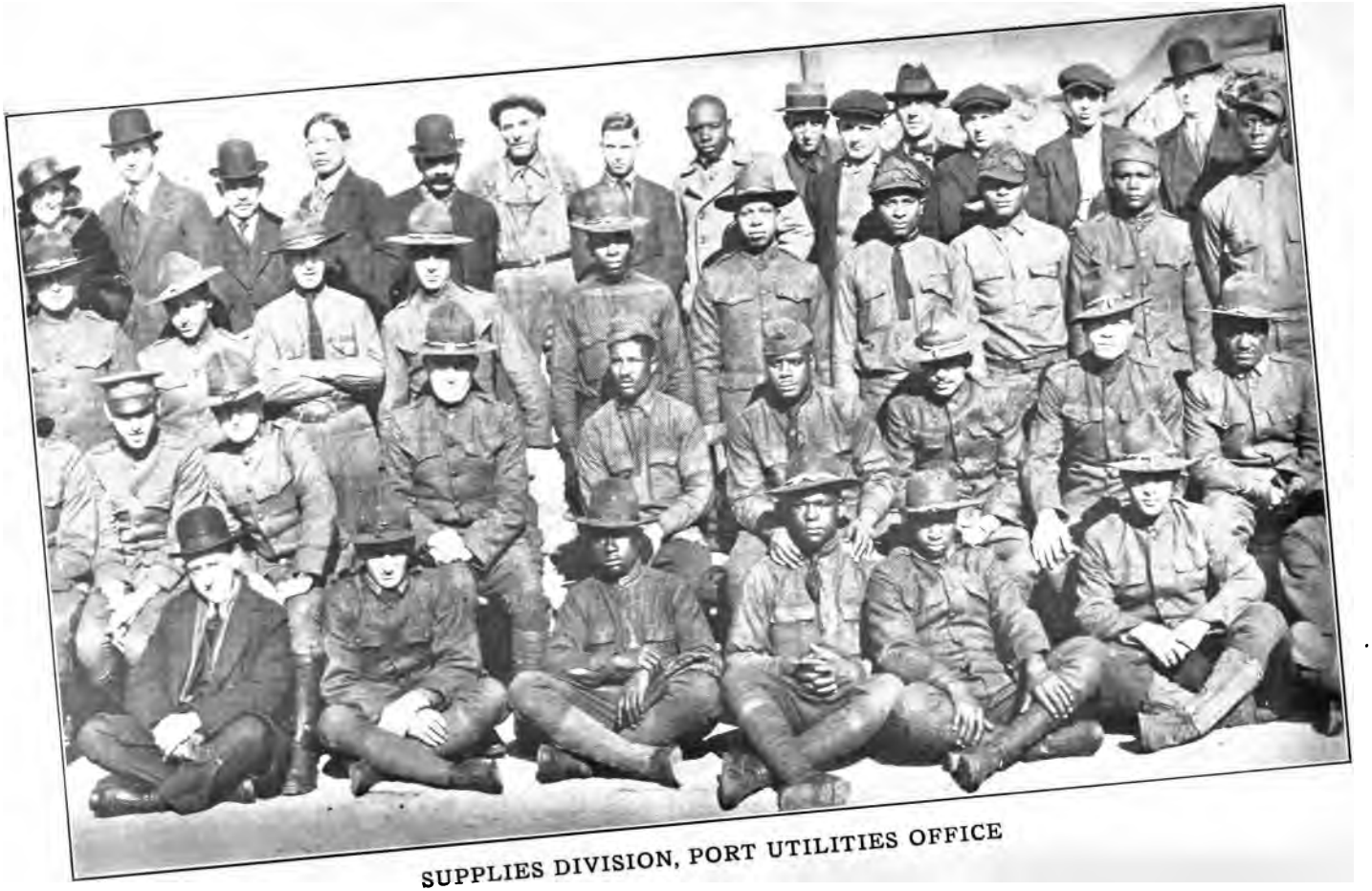
PORT BAND NO. 1, CAPTAIN F. C. FABRI, COMMANDING

Complaint Section, Effects Bureau, Miss A. E. Callwell In Charge
Legal Department, Effects Bureau, Mr. E. M. Gregory In Charge



Freight Handlers, Supplies Division, Port Utilities Office

SUPPLIES DIVISION, PORT UTILITIES OFFICE



SUPPLIES DIVISION, PORT UTILITIES OFFICE

13. Sisson, John E., QMC
14. Hagerty, Timothy J., QMC
15. Zilm, George A., QMC
16. Frasier, William H., QMC
17. Holly, William J., QMC
18. Gilmore, John F., QMC
19. O'Brien, Edward J., QMC
20. Hinnershots, Henry W., QMC

(Attached)

FIRST LIEUTENANTS

1. Rooney, George Lee, Inf.
2. Appleton, Frederick P., Inf.
3. Mercer, Edwin J., Inf.
4. Eggers, Henry, Jr., Inf.
5. Doyle, John E., Inf.
6. Harris, George B., Inf.
7. Corwin, Alfred H., QMC

SECOND LIEUTENANTS

1. Goedecke, Walter S., Inf.
2. Mulhern, Thomas J., QMC
3. Scott, Walter F., QMC

Roster of Officers of the Office of the Surgeon, Port of Embarkation, at Midnight, October 31, 1918

COLONELS, M.C.

Kennedy, James M.
Peck, Charles H.

LIEUTENANT COLONELS

King, Charles T.
Hughes, Michael E.
Peirce, Frederic J.
Chase, Chauncey L.
Brewer, George E.

MAJORS, M.C.

Harrold, Charles C.
Barrett, Edward J.
Tarleton, Leeson O.
Winders, Frank
Hagood, Rufus H.
Gregory, Menas S.
Townsend, William W.
Thomas, Calvin M.
Schorer, Edwin H.
Quinan, Clarence
Clark, William A.
Green, Arthur R.
Strauss, Simon
Pratt, George N.
Aylen, James P.

CAPTAINS, M.C.

Caldwell, Robert E.
Kennard, Henry W.
Pedrick, Charles D.
Lee, Elbert J., Jr.
Todd, Frank P.
Dudley, Clifton R.
Atwood, George E.
Savage, Francis J.

Transportation Office for Sick and Wounded, Capt. H. Paul Smith In Charge

Lemaire, William F.
Prichard, Lucius W.
Green, Edward E.
Woodworth, John d. R.
Woodworth, John D. R.
Putney, George H.
Breck, Theodore
Gowen, Francis V.
Henderson, Walter L.
Wilson, Constant P., Jr.
Sharp, William L.
Lobb, Frederick A.
Lang, Walter E.
Mitchell, James H., Jr.
Walker, Harold G.
Francis, Robin W. C.
Lawler, Charles A.
Howell, Harrison
Purves, Arthur M.
Comegys, Joseph F.
Kemel, Richard L. J.
Orsor, Thomas H.
Davis, Arthur T.
Sharp, Earl L.
Meister, Henry J.
Herrick, Henry J.
Hale, Frank M.
Atkins, George L.
Clack, Walter S.
Molloy, William J.
Bryant, Carl H.
Stearns, Robert T.
Carmichael, Frank E.
Scanlon, William J.
Swearingen, John A.

FIRST LIEUTENANTS, M.C.

McSweeney, George W.
Rodman, Nathaniel F.
Edlavitch, Baruch M.
Flynn, John J.
Dennin, Joseph W.
Darby, John D.
Miller, Edgar J.
Wolfe, Charles H.
Hoyt, Francis R.
Read, Harry M.
Azzari, Renato J.
Condit, George S.
Holmes, Albert E.
Ransom, Herbert L.
Smith, Groves B.
Hiltpold, Werner
Gott, Ernest F.
Clark, Albert B.
Gillette, John M.
Hawes, Frederick S.
Nystrom, Elmer E.
Welborn, Orange E.
Zobrist, Benjamin F.
Goldman, Isaac H.
Doty, Clarence H.
Murrin, Connell E.
Toporoff, Jacob
Hunt, Charles
Salerno, Louis F.
Spears, Alexander W.
Tilton, Welcome B.
Liebmann, Walter C.
Berlucci, William G.
Cowdrick, Arthur D.
Johnston, Harry I.
Ross, John G.
Cohn, Maurice H.
Boyd, Thomas M.
Hall, George W.
King, Aubin T.
Richards, Robert W.
Bullard, John B.
Nutt, George S.
Kibby, Sydney V.
Wetherill, J. Cliff
Nocilla, Benjamin
Claypool, Harlan G.
Schlesinger, Henry W.
Day, Clinton
Klaus, Henry
Houghton, Percy
Black, Marmion S.
Rambo, Harry M.
Parson, Andrew D.
Armstrong, Fred F.
Schoonmaker, James I.
Wilson, William
Craven, Thomas
Cochrane, Robert M.
Long, Miles T.
Martin, Walter D.
Collins, Charles D.
Purdy, Frederick P.
Putski, Paul S.
Lieberman, William
Stewart, James D.
Colsen, John D.
Morgan, James O.
Smith, Alba L.
Crimmin, Leo P.
Burns, Coleman C.
Johnson, Allen
Rentz, Lawson S.
Farmer, Frank C.
Jennings, George
Leviats, Matthew S.

A FEW RANDOM SHOTS AT THE PORT

Brewster, David J., Jr.
Lee, Frederick P.
Holtz, John F.
Edmunson, Harry C.
Teresi, Charles C.
Waits, Charles E.
Buettner, Henry F. J.
Handleman, William M.
Kell, Wylie L.
May, Earl W.
Bilby, George N.
Freeman, Joseph M.
Hall, George G.
McDonell, Charles L.
Berninger, William B.
Wilson, Uthie H.
Davin, Charles C.
Johnson, Chester H.
Kunkler, William C.
Cowper, William L.
Hanson, William S.
Atkins, Leslie J.
Collier, Casa
Beard, Henry L.
King, Jesse A.
Kiketta, Frank H.
Werner, Edward R.
Dodson, Richard C.
Hailey, Eugene L.
Kropacek, John A.
Rutherford, Cyrus W.
Sharp, William H.
Johnson, Isaac B.
Clutter, Bradford F.
Rhine, Thomas E.
Wall, Enoch D.
Middleton, Harry E.
Horton, Barney E.
Kudlich, Manfred H.
Crook, Charles S.
Roe, John B.
Taylor, Roy A.
Luse, Horatio D.
Piquet, Samuel D.
Thompson, Marshall McC.
Skaggs, Peter T.
Ahern, John F.
Dore, Guy E.
Thompson, Theodore
Grant, Henry C.
Seidner, Maurice P.
Sidle, Charles D.
McIntosh, John J.
Woltmann, Frederick
Gross, Benjamin D.
Campbell, Joseph H.
Compton, Charles B.
Doyle, Stanley B.
Rosenberg, Maximilian

LIEUTENANT COLONEL, D.C.

Gunckel, George I.

CAPTAIN, D.C.

Doran, Richard F.

FIRST LIEUTENANTS, D.C.

Hartnett, Patrick S.
Kaplan, Herman H.
Meaney, Vincent T.
Lacey, Glenn D.
Wooley, Wayne W.

SECOND LIEUTENANTS, D.C.

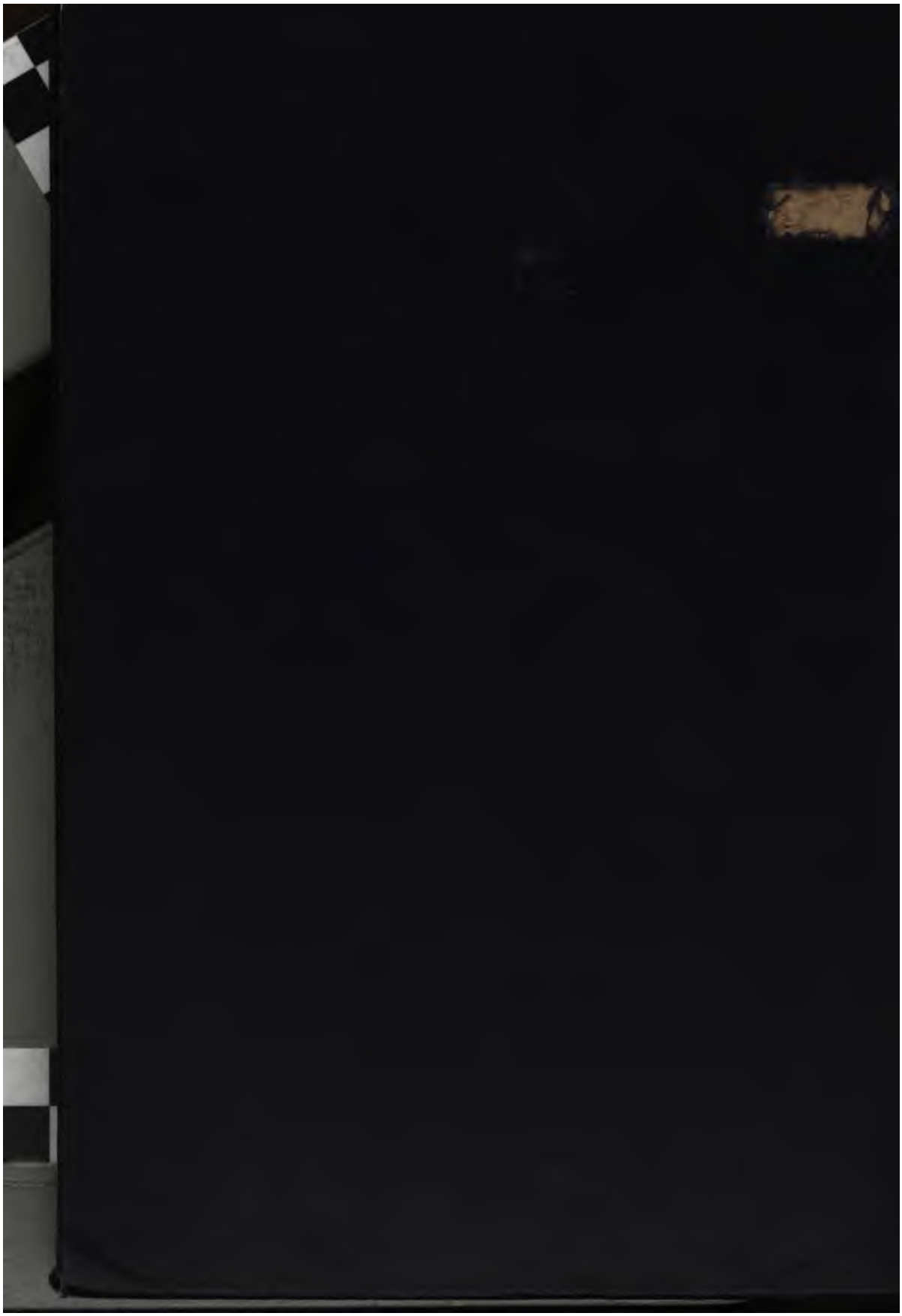
McAuslin, David
Ingram, Lester W.

CAPTAINS, SAN C.

Thuney, Francis E.
Foley, John D.
Young, George C.

FIRST LIEUTENANT, SAN C.

Wise, Clifton D.

PERSONNEL DIVISION AT TIME OF SIGNING ARMISTICE

TELEPHONE EXCHANGE, PORT OF EMBARKATION, HOBOKEN, N. J.